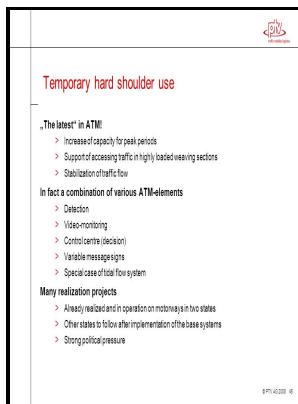


# Motorway surveillance, control and tidal flow.

University of Birmingham - Motorway Traffic Surveillance and Control



Description: -

-Motorway surveillance, control and tidal flow.

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Notes: Thesis (M.Sc.)-University of Birmingham, Dept. of Transportation and Environmental Planning, 1975.

This edition was published in 1974



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Tags: #Traffic #Signs #Manual/Chapter #3/2008/18

## Motorway Tidal Flow Lane Control

Adaptive systems measure current traffic conditions and dynamically adjust how much time is allocated to the different traffic streams according to the measured traffic volumes and queue lengths. These may include total vehicle time spent on the network or delay time for different categories of users.

## Traffic Signs Manual/Chapter 3/2008/18

On high speed arterial roads a contraflow lane may be reserved only for buses or Bus Rapid Transit BRT. A sign to diagram 5014, omitting the arrow, and varied to indicate the distance to the nearest ten yards, should be sited approximately 400 m before the first signal. Turn restrictions are sometimes supported with if they apply only at certain times of the day.

## Motorway Traffic Surveillance and Control

The middle lane is reversible, allowing for control of traffic flows in holiday periods and during rush hour. Two bores are now permanently used by westbound traffic, and the other two by eastbound traffic, with no reversible lanes.

## Motorway Tidal Flow Lane Control

See Public Transport Priority Modern UTC systems generally include priority management of public transport and emergency vehicles — and increasingly, traveller information systems such as park-and-ride directions, parking occupancy, arrival time of the next bus. Furthermore, no traffic signal system is able to deal successfully with oversaturated traffic conditions. Birmingham UK has a similar arrangement on the Aston Expressway.

## Reversible lane

Constructed in 1971, it was the United Kingdom's first contraflow road.

## Traffic Signs Manual/Chapter 3/2008/18

For routes with moderate traffic, other movements involve downgrading four-lane undivided streets to three-lane streets with a turn-only center lane. These are often found in cities, towns and developed areas near cities.

### **Motorway Traffic Surveillance and Control**

An example of an advanced coordinated ramp metering control strategy which is based on large-scale optimisation and is applied to the Amsterdam ring-road is presented.

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## Related Books

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