

A nighttime aerial photograph of London, England. The London Eye is visible on the left side, illuminated with blue lights. In the center, St. Martin-in-the-Fields church is brightly lit. The city skyline is filled with illuminated buildings, and light trails from traffic are visible on the roads below. The overall scene is a vibrant, high-angle view of the city at night.

CVIS Cooperative vehicle-infrastructure systems. London Test Site overview

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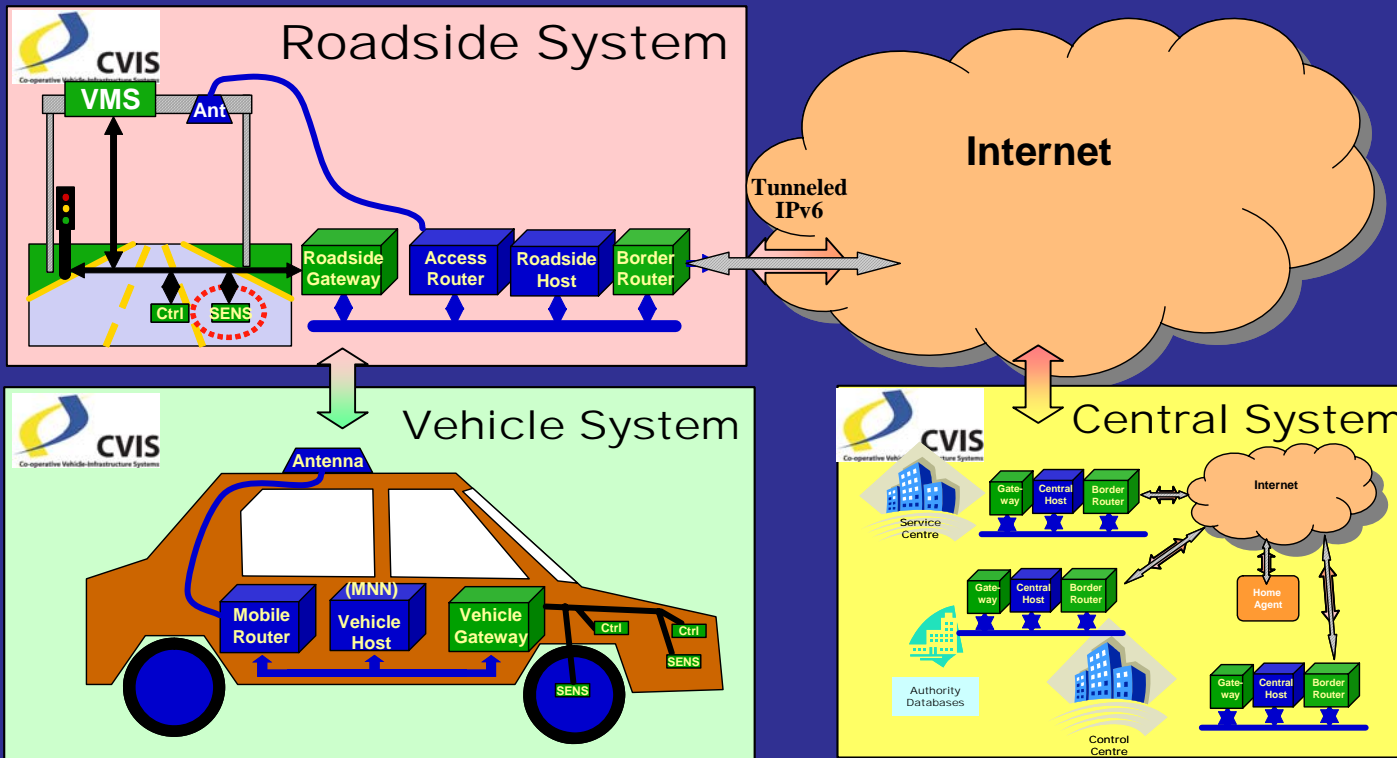


CVIS Integrated Project

- EC funded 6th Framework project
- 4 year duration
- 61 Partners across industry and public authorities
- 7 Sub projects
- 6 Test sites in Europe



CVIS Architecture Introduction



High-level system architecture



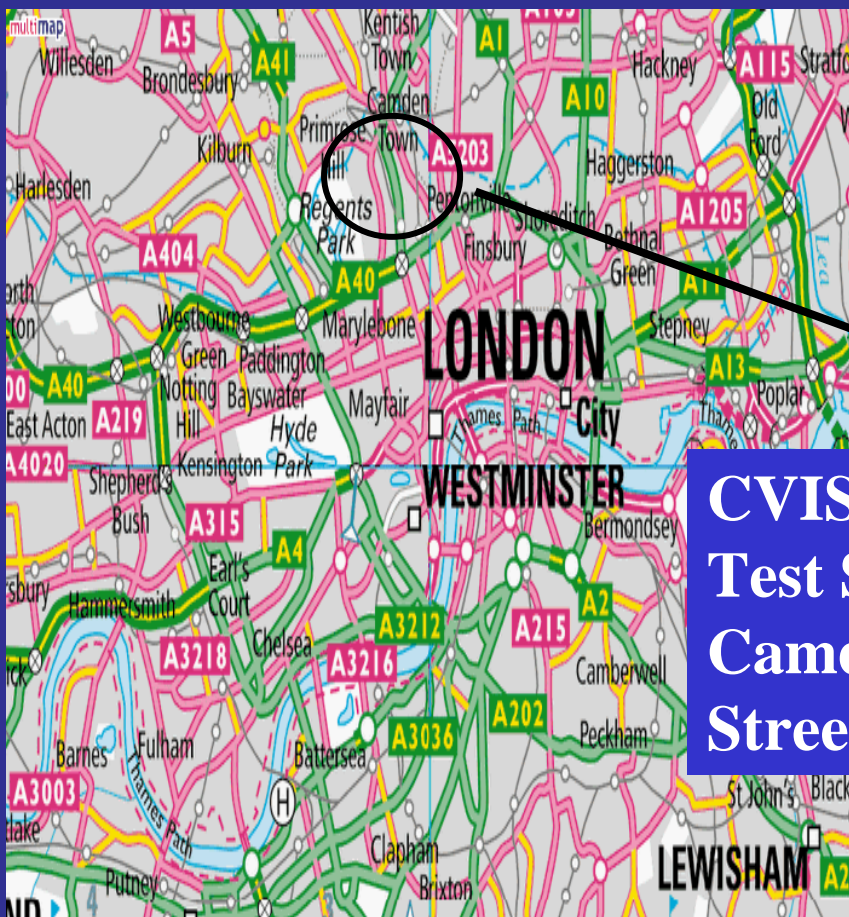


Key Stakeholders for London test site

- Transport for London
- Camden Borough
- London Boroughs
- Freight Interest Groups
- Retail Outlets
- Freight Operators
- Parcel Companies
- Enforcement Agencies



Test Site Location



**CVIS London
Test Site
Camden High
Street**





Test Site Topography

- One way street
- 4 lanes of traffic
- Bus lane
- Side lane for parking & loading
- 1.5km of test area



Traffic

- On a normal week day, 25% of traffic flow is made of goods vehicles

Responsible Body

- TfL Camden High Street forms part of the TLRN for which TfL is responsible (regulation & enforcement / PCN)





Area Features

- Major retail area
- High volume of pedestrian movements
- Robust enforcement regime required
- Part of the London's "Priority Bus Corridors"
- Important bus/train/tube interchange point
- Popular area for entertainment place adjacent to significant residential areas.





Test Site Aims

- **Optimise retail freight deliveries in busy urban streets**
- **Better management and control of urban loading/parking zones**

Test Site Objectives

- **Automatic detection of truck location**
- **Provision of dynamic loading/parking facilities**
- **Links to in-vehicle routing system**



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Demonstration

- **Technical feasibility**
 - Integration of various functions (booking, monitoring, access control...) and systems (incl. legacy)
- **Collaborative approach**
- **Evaluation of the trial for potential roll out (gathering evidence for Business Case development)**





Trial Components

- Flexible electronic booking of loading / unloading “slots”, potentially integrated with logistics operations
- Real-time “micro” routing of vehicles to controlled loading/unloading bays and holding areas
- Co-operative real-time adjustment of booking/loading schedules, based on vehicle’s time of arrival
- Links to Urban Traffic Control systems to minimise impact on/optimize traffic flows



Equipment

- 3 to 4 vehicles equipped, any sizes (from different freight fleets)
- Bays selected along the Test Site Corridor
- Monitoring and enforcement via cameras
- Some bays may be physically protected (bollards)
- A number of different communication channels to be used for trials (GSM GPRS WiFi)
- Potential need for changes to enforcement regulation
- Additional signage to provide additional information at test site





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Thank you for your attention

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**Transport for London
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