



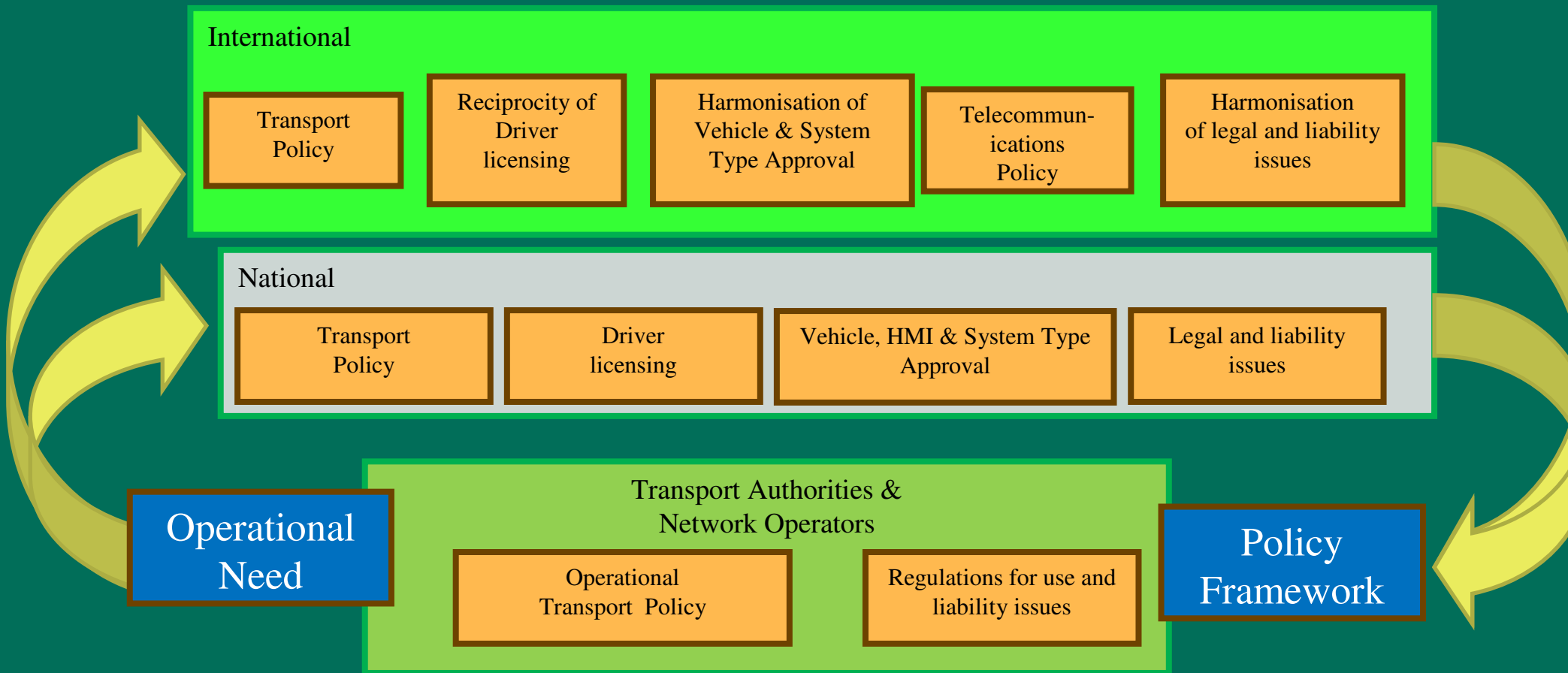
Department for
Transport

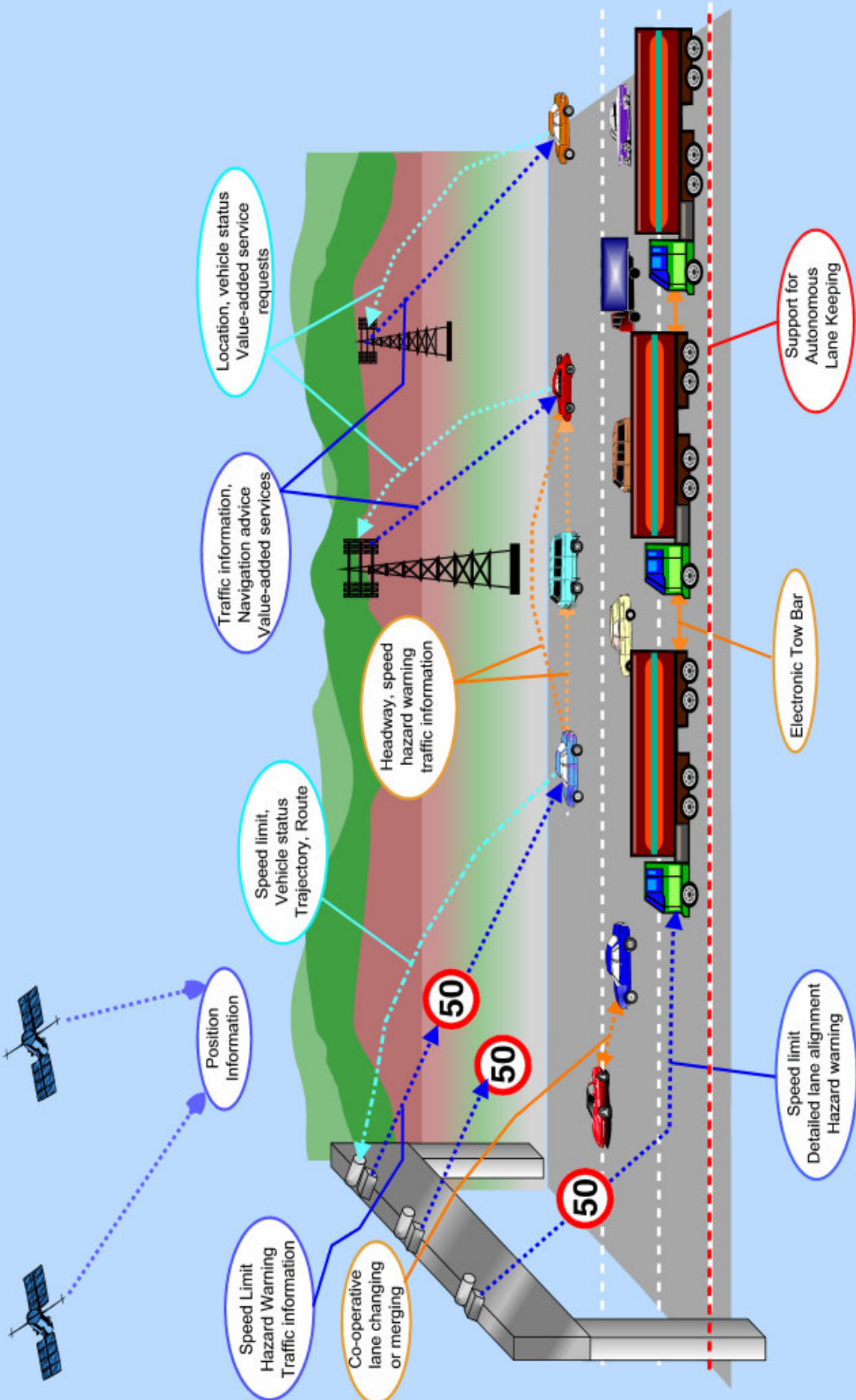
Co-operative Vehicle Infrastructure Systems and their potential impact on policies for mobility and transport efficiency.

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Position Information

Speed Limit, Hazard Warning, Traffic information

Co-operative lane changing or merging

Speed limit, Vehicle status, Trajectory, Route

Traffic information, Navigation advice, Value-added services

Location, vehicle status, Value-added service requests

Headway, speed hazard warning, traffic information

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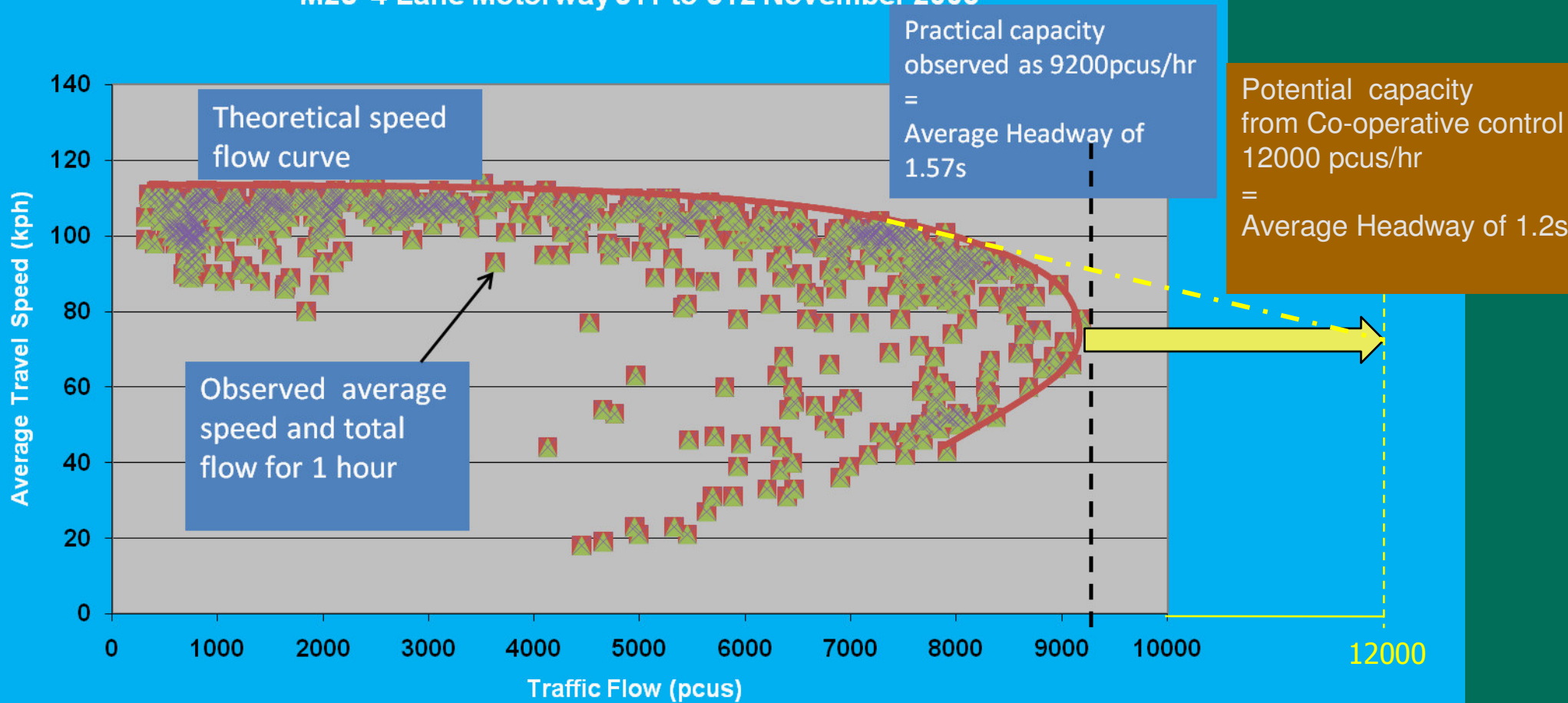
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Speed limit, Detailed lane alignment, Hazard warning

Electronic Tow Bar

Support for Autonomous Lane Keeping

M25 4 Lane Motorway J11 to J12 November 2003



Transport Policy: Efficiency

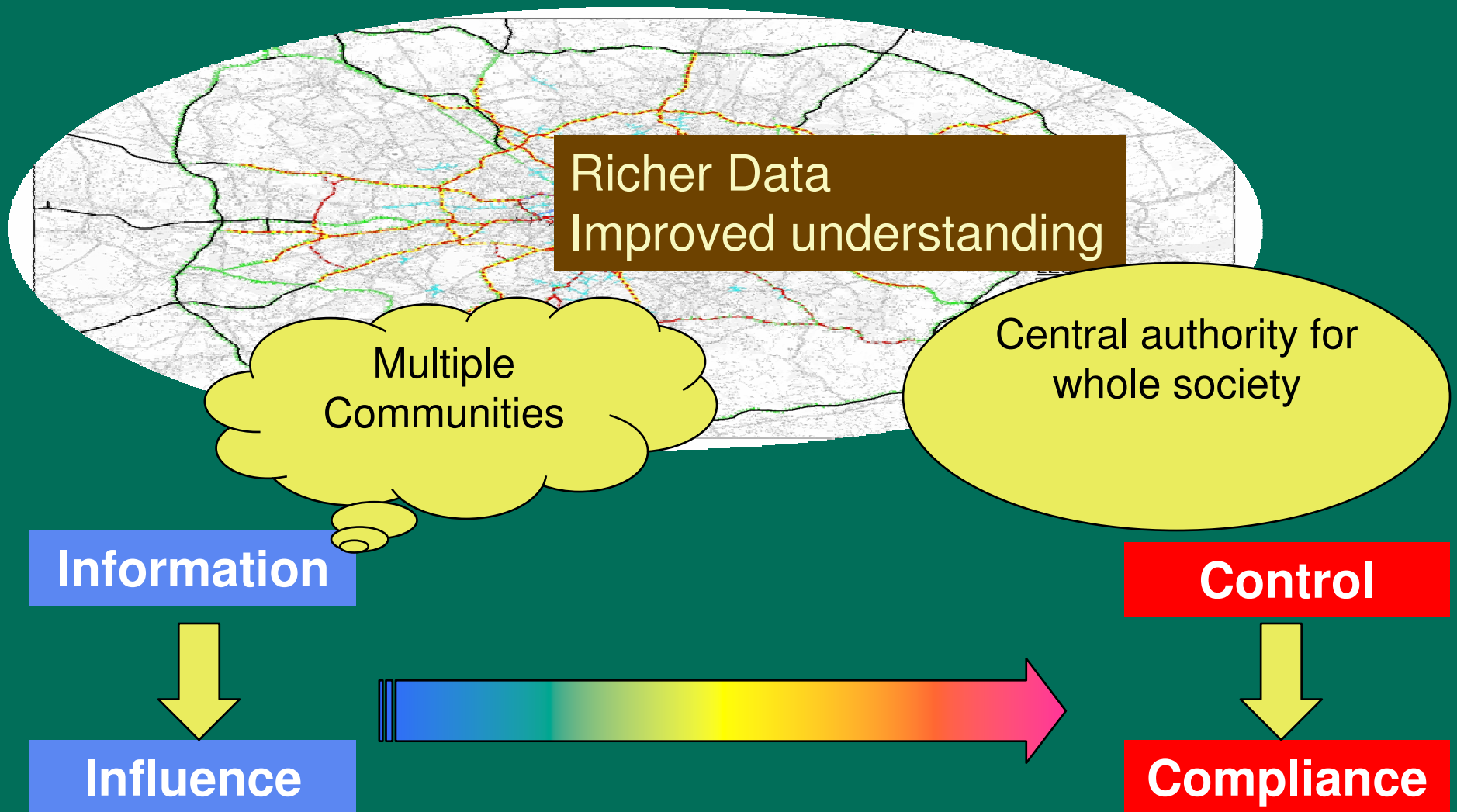
Location
Time
Speed
Origin
Destination
Emissions

Richer Data
Improved understanding

Individual Privacy
Altruism to help community
Obligation under civic or legal duty
Access & Sharing
Trust
Quality Control



Information v Control



Environment and sustainability

- CVIS must be seen to support better operation of transport network not promote car use (HOV, PT priority, reduce accidents)
- Can CVIS have a positive impact on air quality and climate change?
 - Improved data collection
 - More fuel efficient driving
 - Emissions based charging

Public Transport

- Will CVIS undermine policies for modal shift?
- Can CVIS promote public transport
 - Enable reliable PT journeys with less impact on capacity for others
 - Enable more efficient operations
 - Assist drivers to be safer
 - Improved links to traffic control
 - Bus platoons?

