

Keeping ahead of connectivity

While a lot of the work that we do in Network Management is dealing with the here and now to keep London's network running and in good shape for our customers, Transport for London is also very conscious of keeping at the forefront of technology as we move into a more connected world, as Glynn Barton explains



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One of the key projects that my team is involved with is the A2M2 Connected Corridor Project, which forms the UK's contribution to InterCor (Interoperable Corridors), a European project which is looking to deliver more than 1,500km (approx 1,000 miles) of connected roads across Europe - in the UK, France, Holland and Belgium. It aims to enable vehicles and related road infrastructure to communicate data through cellular, ITS-G5 or a combination of both networks on road corridors in the four countries.

These intelligent corridors will improve safety and reduce delays, congestion and vehicle emissions. They will work by delivering information about the operation of the corridors directly to drivers giving them the tools to make real-time decisions about their journeys and avoid potential problems ahead.

Deliver

We are working in partnership with the Department of Transport, Highways England, and Kent County Council as well as with other teams in Transport for London to develop the corridor between London and Dover. It involves the A2 and A102 in London and the M2 and A229 in Kent, a total of 110km (68 miles).

It is a really exciting project and testing on our section has already started. Last autumn we had a week-long test where we trialled a number of in-car services,

including roadwork warnings, in-vehicle signage and green light optimised speed advisory (GLOSA) service.

The roadwork warnings provide live information on any road closures or speed restrictions, while the in-vehicle signage is designed to replicate a standard road sign but within the vehicle, which allows this information to get to customers much faster than a real sign out on the road. The GLOSA service will use traffic signal timing data from our system to advise drivers of the best speed to approach traffic signals which will help to reduce delays and congestion.

Testing

We ran the testing from one of our depots in Greenwich near to the A102 (pictured above). This meant that we could also involve our Asset Operations team and one of our key highways contractors as well.

With over 40 participants, including our UK partners and others from across Europe, we successfully tested connected vehicle technologies on our roads. These will shape how the final connected corridors will operate.

Possibilities

The tests were an exciting opportunity for us to explore the possibilities of the future. They allowed us to see the risks and challenges that we face operating transport networks in the coming years. Being able to keep our customers informed

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There is a lot for us to learn in this project. Working with other leading European organisations to develop C-ITS (Cooperative Intelligent Transport System) services will help us to better understand the benefits of connect vehicle services, and what these can offer in aiding our network management and for our customers' journeys.

■ **The A2/M2 Connected Corridor is a joint project between the Department for Transport, Highways England, Transport for London and Kent County Council. It is part of InterCor, an EU project that aims to test services that work across borders, connecting the UK to the Netherlands, France and Belgium. The project started in 2016 and is due to be completed in 2019. You can read more about InterCor on their website <https://intercor-project.eu>**

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