

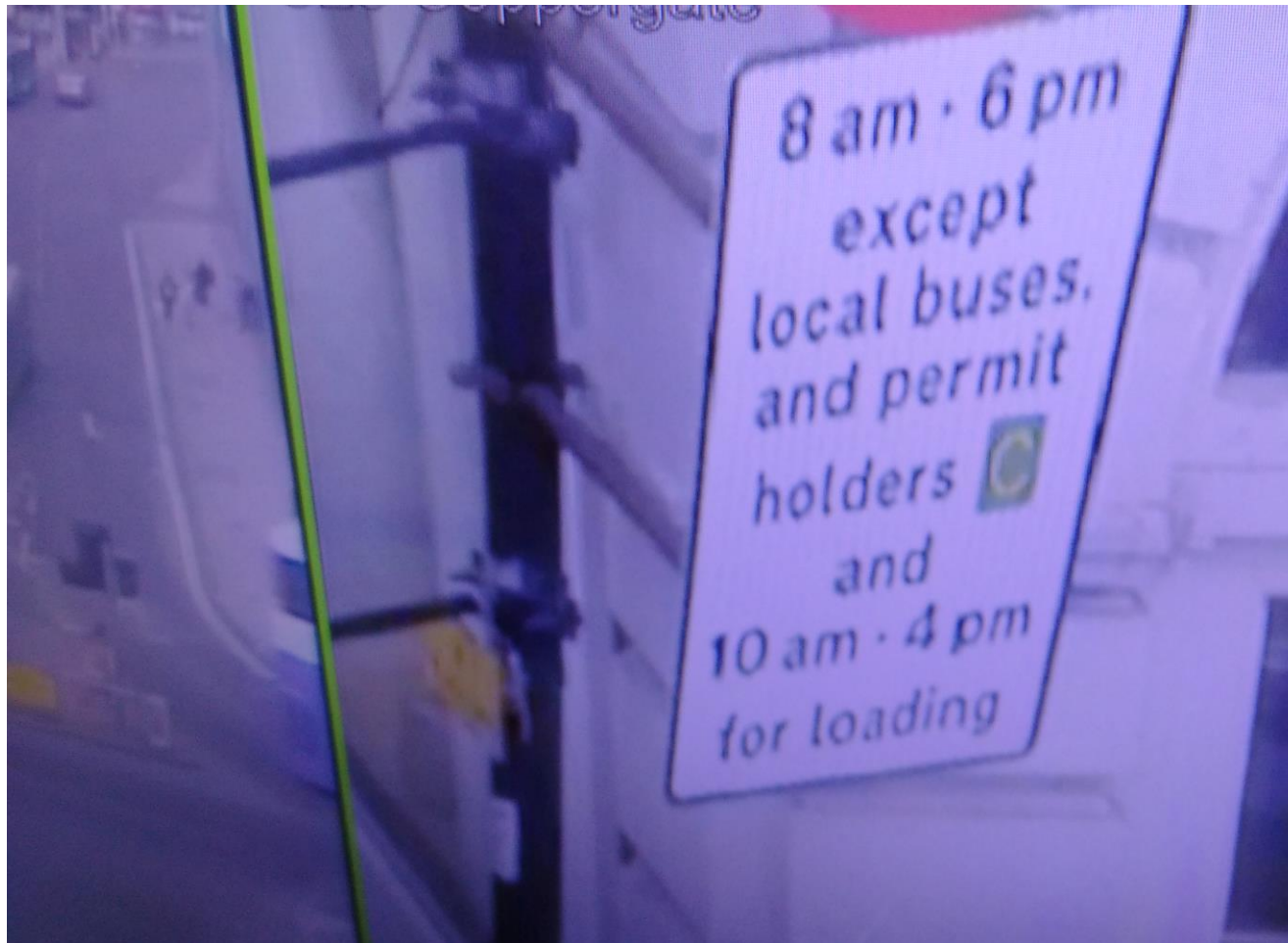
The Traffic Regulation challenge for CAVs

Turning Moving offence and Parking Orders from paper to CAV friendly
digital data

Coppergate, York. NO Vehicle access sign

Complex rules for access, and sign not perfectly aligned for the street it applies

What's a local bus? Permit Holder ? What vehicles are allowed?



The legally binding data store of that Order



The exempt definitions that apply...

- 42. A Specialist Vehicle or Non-motorised Vehicle.
- 43. A Handcart used in accordance with a Market Access Permit.
- 44. A Specialist Vehicle or a Non-motorised Vehicle not being
 - (a) a Pedal Cycle being pushed;
 - or
 - (b) a Handcart.
- 45. A Specialist Vehicle or Non-motorised Vehicle not being:
 - (a) a Pedal Cycle being pushed;
 - or
 - (b) a Handcart proceeding on Monday to Saturday inclusive during the period 10.30 am to 4 pm.
- 46. A Specialist Vehicle or Non-motorised Vehicle proceeding during the period 10.30 am to Mn and Mn to 5 am on any day.
- 47. A Handcart being used by a local authority for street cleaning purposes.

More definitions – hand annotated as changes made

A Network Rail Incident Response Vehicle suitably marked and readily identifiable as such responding to an accident or incident within the railway network which has caused the cessation of rail traffic movement in any length of rail track at or in proximity to the location of the said accident or incident.

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~~Dial a ride~~

A bus being used within the terms of the Council's "Dial a Ride Service."

The challenge...

- To get all that detail into CAVs so no penalty for non compliance
- To allow an LA to update it (eg allow electric vehicles?)
- To keep the legal reference intact (not just make a map of yellow lines)
- To check the data output to the CAV aligns with the street view
- To do it once in a standard for all users and all LAs

What we have

- TM-ITS projects
- LIDAR mapping of the street

What we need....

- Turn word files into ?
- Verify translation