



## SiTe Automation Practical Learning

### Recommendations for future connected and automated driving test sites

The **SiTe Automation Practical Learning (STAPLE)** project has now finished. The 24-month project was funded as part of the CEDR Call 2017 on Automation. The aim of the project was to provide a comprehensive review of technological and non-technological aspects of the most relevant connected and automated driving test sites across Europe and beyond, in order to understand the impact of these sites on the NRA's core business and functions.

Over 70 test sites in Europe and elsewhere were identified through personal contacts and knowledge of the project team, web searches and discussion with the Connected and Automated Driving (CAD) Working ([D2.1 Catalogue of connected and automated driving test sites](#)). The output of this work is a catalogue of connected and automated driving test sites, identifying and categorising 37 test sites in Europe. The sites are also presented in a Google map page which gives the locations of the test tracks and approximate extent of road-based test sites.

A preselection of 16 test sites for further investigation was made by the project team and discussions with the CEDR CAD. These sites were prioritised based on factors including; provision of information to the team in the first phase, the type of track or roads involved and sites or projects that would be operational beyond the lifetime of the project. Final agreement was done, and visits made to the following sites by members of the project team, CEDR project officers and representatives of NRAs ([D3.1 Summary of Findings from Interviews and site Visits](#)):

- Horiba MIRA, Midlands - UK
- Midlands Future Mobility - UK
- Alp.Lab, Graz - Austria,
- TRANSPOLIS, Lyon - France.

The project team took the learnings from the test sites initially categorising the test sites by road / track type, for example urban, interurban, simulations, detailing the practical implications for each and noting test sites in each category and occasions where NRAs were directly involved. The sites where priority areas for NRAs (safety, traffic efficiency, customer service, maintenance and construction and data / C-ITS) were discussed and implications for NRAs presented ([D4.1 & D4.2 Practical learnings from test sites and](#)

[impact assessments](#)). From the findings developed, a series of recommendations were made to NRAs. In order to validate, prioritise and add new recommendations, the project team organised four virtual Workshops with the CAD members and other experts. The main purpose of these Workshops was to work on the recommendations to NRAs for future research and test site focus. Each workshop involved a quick summary presentation of the progress of the project, followed by an interactive session using the online 'MURAL' whiteboard tool. Following a brief tutorial on the tool, attendees were asked to look at the recommendations, comment and challenge them and add any new ones. At the end of each Workshop, a voting session was open for the workshop participants, who were asked to vote on the recommendations they felt were the most important.

Following the workshops and internal discussion within the STAPLE team, the following recommendations were presented (Figure 1).



Figure 1

The highest ranked recommendations have been expanded to consider the benefits, how they could be implemented (route, timeline), practical learnings and what barriers there might be, that would need to be overcome. In other words, the roadmap for each highest ranked recommendation (for communications, data, applications, process) was prepared. Each roadmap consists of implementation status, benefits of implementation, route to implementation, timeline for implementation, barriers to implementation and practical learnings.

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This project has received funding  
from the CEDR Transnational  
Road Research Programme Call  
2017 contract No 867453



For more information see  
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The STAPLE dissemination and  
communication activities are coordinated by  
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