



## **Vehicle automation: implications for city and regional authorities Joint CoEXist/MAVEN/TransAID workshop**

**10 October 2017 - Brussels**

### **Workshop background**

The H2020 projects hosting this workshop, CoEXist, MAVEN and TransAID, are all exploring the implications of increasing vehicle automation on urban roads. They are mainly considering the traffic management and infrastructure aspects of automated vehicles. CoEXist is also exploring the transport planning and policy dimensions. Further information on each of these projects is provided below.

Consultation with, and outreach, to local/regional authorities, especially city authorities and traffic managers, is important for each of these projects. Given the projects' synergies, in terms of content and timing, as well as the partnership overlap, the organisation of a joint workshop targeting local authorities offered a logical and efficient way to proceed. This workshop follows a successful workshop for local authorities organised by MAVEN in Barcelona in November 2016. Neither CoEXist nor TransAID had started at that time.

### **Workshop aims**

The primary aim of this workshop is to gather the views and requirements of local authorities and other urban transport stakeholder on various tasks underway or planned within the projects:

- CoEXist will share with the audience a draft version of its automation-ready framework, which is intended to empower cities to make critical and clear-headed decisions about automated vehicles (AVs). The framework will make the case for integrating connected and automated vehicles (CAVs) into sustainable urban mobility plans (SUMP) and will make recommendations regarding integrated transport planning, infrastructure, stakeholder engagement and organisational development.
- MAVEN would like to gather preliminary input on the 'transition roadmap', which is intended to assist cities in determining their role and responsibilities in automated driving, giving special attention to the role of traffic management and its level of guidance at various phases of the transition. It will consider political, institutional and organisational aspects, as well as practical ones such as VRU safety.
- TransAID would like to receive input from local authorities on the provisional list of situations for which they consider automation inappropriate or a threat and possible intervention strategies, as well as requirements for other key project tasks.

### **Workshop audience**

The audience will be made up of urban transport stakeholders, with a particular emphasis on representatives of local and regional government. Participants will be drawn from the consortia and expert groups of the respective European projects and city/regional transport authorities external to the projects.

### **Practical information**

The workshop agenda will be released at the end of August 2017. Online registration is available at <http://www.polisnetwork.eu/Polis-TE-M-WG-meeting-Vehicle-automation-and-cities-and-regions-workshop>. Registration closes at the latest 22 September or earlier if maximum capacity is reached.

## **CoEXist**

CoEXist(May 2017 – April 2020) aims at preparing for the transition phase during which automated and conventional vehicles will co-exist on urban roads. Through a cross-disciplinary approach and the engagement of relevant stakeholders, CoEXist is developing an automation-ready framework for road authorities and is developing traffic simulation tools. The tools developed by CoEXist will be tested by road authorities in four cities with different urban structures and traffic compositions: Helmond (NL), Milton Keynes (UK), Gothenburg (SE) and Stuttgart (DE), in order to assess the “automation-readiness” of their locally-designed use cases.

The mission of CoEXist is to build the capacity of road authorities and other urban mobility stakeholders to prepare for the transition to a road network shared by conventional vehicles and an increasing number of automated vehicles. The results of the project will enable road authorities to understand in detail the impact of increasing numbers of automated vehicles and to plan accordingly.

[www.h2020-coexist.eu](http://www.h2020-coexist.eu)

CoEXist has received funding from the European Union’s Horizon 2020 Research and Innovation Framework Programme under grant agreement n° 723201.

## **MAVEN**

MAVEN (September 2016-August 2019) is developing solutions for managing automated vehicles on urban roads with signalised intersections and mixed traffic. It is developing algorithms for organising the flow of infrastructure-assisted automated vehicles, and structuring the negotiation processes between vehicles and the infrastructure. The project expects to address a wide range of issues relevant to urban road authorities including the role of road side equipment (eg, traffic lights); interaction between the infrastructure and automated vehicle in terms of functions such as speed advisory, platooning or lane change advisory; and, the impact on vulnerable road users (pedestrians and cyclists), among others.

Furthermore, the project will contribute to the development of enabling technologies, such as telecommunication standards and high-precision maps. A roadmap for the introduction of road transport automation will be developed, to support road authorities in understanding potential future changes in their role and in the tasks of traffic management.

<http://www.maven-its.eu>

MAVEN has received funding from the European Union's Horizon 2020 Research and Innovation Framework Programme under grant agreement n° 690727.

## **TransAID**

TransAID (September 2017-August 2020) is focusing on transition areas, i.e. those situations and locations where (high-level) automation is not possible or only possible with additional assistance. For these situations, TransAID will develop applicable (digital) infrastructure interventions. A preliminary list of situations and possible intervention strategies will be detailed and expanded in the early months of the project. During this phase, the project would like to receive input from local authorities, e.g. relevant situations for which they consider automation inappropriate/a threat/etc. as well as requirements.

TransAID is receiving funding from the European Union's Horizon 2020 Research and Innovation Framework Programme under grant agreement n° 723390.