Connected and Autonomous Vehicles. Recommendations

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Recommendations

- **National governments can provide leadership in establishing the regulatory frameworks for CAVs, but they also need to better equip and empower cities and regions to respond to CAVs more proactively.** Governments should provide tools, powers, and resources to allow policymakers to respond strategically to ensure CAVs align with, rather than disrupt, their existing policy agendas. As examples, governments should enable local planners to better coordinate policies across existing municipal boundaries, provide more powers over parking regulations and charges, and ensure that active travel policies and funding are part of any package of support provided to help cities accommodate CAVs.

- It is **vital that the sharing of best practice and knowledge transfer activities are further enhanced to provide clear and accessible guidance for policymakers less equipped to contend with the arrival of CAVs.** Standardised, simple guidance should be developed by competent national bodies and should be flexible to allow for the evolving nature of this field. **Disparate professional bodies will need to work together** – for example, organisations which oversee and support professionals working in transport planning, highways engineering, city planning, housing and urban development, public health and economic development should work together to agree shared guidance on preparing for CAVs.

- **Countries of the Global South should be brought closer into the dialogue around the development of CAVs.** For many of these countries, the challenges faced in approaching CAVs can be much greater, and they should have a voice in how this field is shaped.

- **The public must be brought more closely into debates around CAVs and what role they should play in future transport system.** Opportunities should be created to use simulations and trials which demonstrate the realities of CAV deployment and the positives and negatives they might bring.

- **Dedicated support should be provided to cities around the digitising of services and collection and management of data to support CAVs**. Privacy and cyber security concerns are a priority but local policymakers may not be well equipped to navigate these.

- It is evident that if CAVs follow and reinforce trends in private ownership of vehicles this could be highly problematic for the transport system and lead to increases in vehicle miles and congestion. **The public needs to be encouraged and incentivised to shift towards shared models of ownership as part of broader efforts to achieve zero carbon ambitions.**