# Call for Evidence

## Accommodating Connected and Autonomous Vehicles
### *A Regional Studies Association Policy Expo*

### Background to the Policy Expo

Throughout the world, technological advances and regulatory changes enabling the development of Connected and Autonomous Vehicles (C/AVs) are presenting new challenges and opportunities for national, regional and local policy makers seeking to accommodate C/AVs within the built environment. Overcoming concerns about safety, urban design, and supporting infrastructure, amongst other matters, will form part of a long transitional period as C/AVs compete for a place in already complex urban environments, including their transit systems. Concurrent efforts to pursue policies aimed at decarbonising cities, promoting public health and liveability, balancing economic growth and social inclusion, and increasing levels of walking and cycling whilst reducing private car use will further problematise this transitional period, introducing new tensions in the policy and infrastructure landscape of cities. The COVID-19 pandemic has further exacerbated these challenges as policy makers seek to accommodate social distancing requirements within transit systems and the built environment.

This Policy Expo invites contributions from academics, policymakers and other individuals and groups with an interest in these issues. The Expo will engage with a diverse set of stakeholders and provide valuable data on policy opportunities across a range of geographies – from the neighbourhood and the city-region to the national and international scale. In particular, case-studies of innovative solutions are sought to help frame the discussion of potential policy and infrastructure options.

The Policy Expo will use insights gained through the Call for Evidence and further stakeholder interviews and focus groups to produce a policy-facing book as part of the RSA's [Impact and Policy Series]. It is anticipated this will be published in 2022.

### *Policy Expo Questions*

This Policy Expo seeks to address three overarching questions. These are:

- How will the urban and built environment practically accommodate Connected/Autonomous Vehicles? What problems might arise and will there be 'winners and losers' – if so, who and in what ways?

- How will different policy agendas – across geographic scales or policy domains – align or conflict as the urban environment begins to accommodate C/AVs? Will policies promoting or accommodating C/AVs help or hinder other urban agendas – including but not limited to active travel, zero carbon, health and wellbeing, social and economic inclusion, and liveability?

- What do best-practice policy solutions to these problems look like, and how can local and regional policy makers plan proactively? What will national policymakers and infrastructure providers need to do? And what must be resolved locally?

# Call for Evidence

## *What type of evidence?*

We are interested in hearing from all individuals, policymakers, private sector, government organisations, NGOs, or pressure groups who may have evidence relating to the areas of interest outlined below.

Acceptable evidence may cover:

- Insights from local, regional, and national levels; including submissions from outside of the UK.

- Specific examples of best practice; we are particularly interested in examples from places that are pursuing both C/AV and Active Travel agendas concurrently.

- References to academic articles, reports, or policy/strategy documents.

- Case-studies, or comparative pieces of work.

We are **not** able to accept opinion pieces.

## *Areas of interest*

1. *How will the urban and built environment practically accommodate C/AVs? What problems might arise and will there be 'winners and losers' – if so, who and in what ways?*

   - What actions are being taken now to accommodate C/AVs?

   - What is the extent, and quality of, longer-term planning for the accommodation of C/AV's in the urban and built environment?

   - What challenges are faced in accommodating C/AVs in the existing transport network, how will policymakers overcome these challenges?

   - What evidence is there about who stands to gain and who might lose from the introduction of C/AVs in the built environment?

2. *How will different policy agendas – across geographic scales or policy domains – align or conflict as the urban environment begins to accommodate C/AVs? Will policies promoting or accommodating C/AVs help or hinder other urban agendas – including but not limited to active travel, zero carbon, health and wellbeing, social and economic inclusion, and liveability?*

   - What risks do a transition to C/AVs pose for the success of other policy agendas in both the short and longer term?

   - How can these concurrent and potentially competing policy agendas be pursued successfully?

   - What added value might an effective integration of these different agendas bring to the built environment?

3.  *What do best-practice policy solutions to these problems look like, and how can local and regional policy makers plan proactively? What will national policymakers and infrastructure providers need to do? And what must be resolved locally?*

- Is there existing evidence that offers **best practice** solutions to the challenge of accommodating these different policy agendas?

- Are there specific examples of locations that are addressing these challenges effectively?

- What further support at the national, regional, and local level is needed to enable policy makers to plan proactively?

## How to respond

We welcome responses to our Call for Evidence from a range of stakeholders. Please ensure that your responses address at least one of the areas of interest outlined above.

Submissions may be submitted in either of the following ways:

- A short submission that provides brief responses to some or all of the areas of interest listed above and highlights evidence or supporting literature (preferably with links to where this evidence can be found). This can be submitted through this [online form](online form).

- A longer written submission of evidence that provides more detailed responses or analysis of the areas of interest. These written submissions can be structured however the contributor wishes but we expect these to be no longer than 10 pages, excluding references or supporting evidence. This type of submission can be submitted directly to [cresr@shu.ac.uk](cresr@shu.ac.uk). Please include 'RSA Policy Expo' in the subject line.

**The deadline for submissions to this Call for Evidence is 30 April 2021. We will acknowledge all contributors and evidence received in the RSA Policy Book produce, unless you clearly mark in your submission that you would wish to remain anonymous.**

## About the Policy Expo

The Regional Studies Association has funded this Policy Expo, which involves researchers and practitioners from Sheffield Hallam University, UK; University of Oregon, US; and Arup, UK. More information on the Policy Expo and the research team can be found [here](here).