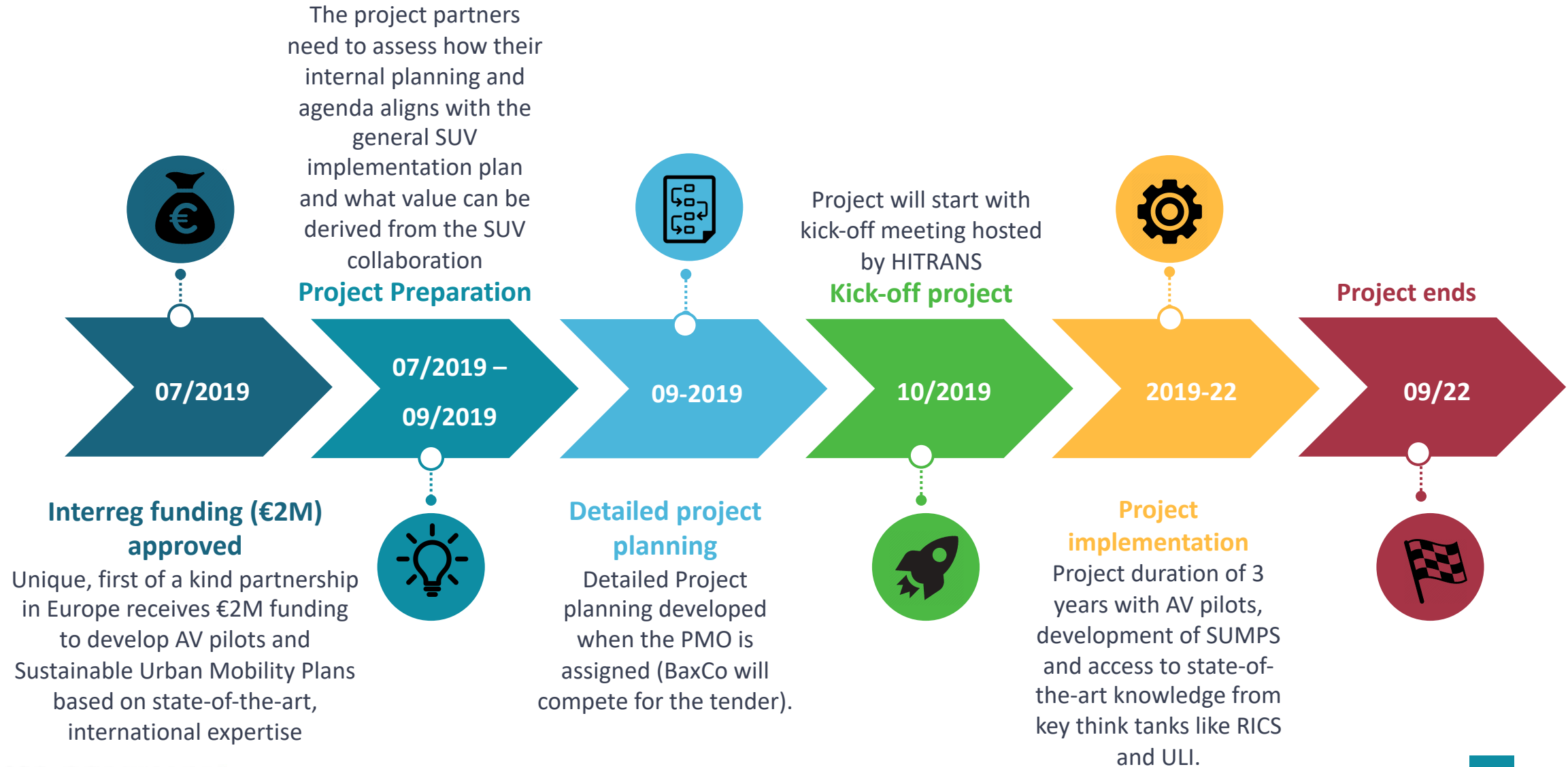




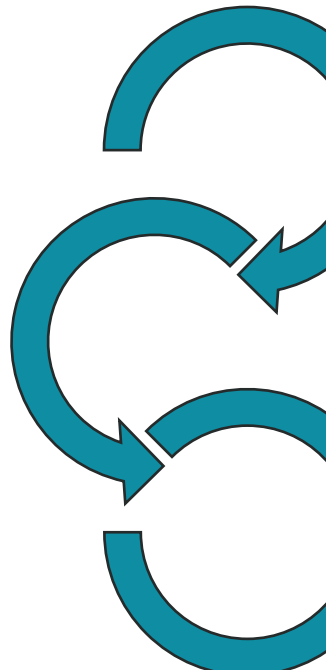
Stimulate the up-take of Autonomous vehicles (SUV)

Logic of collaboration

Current situation of SUV: Project preparation



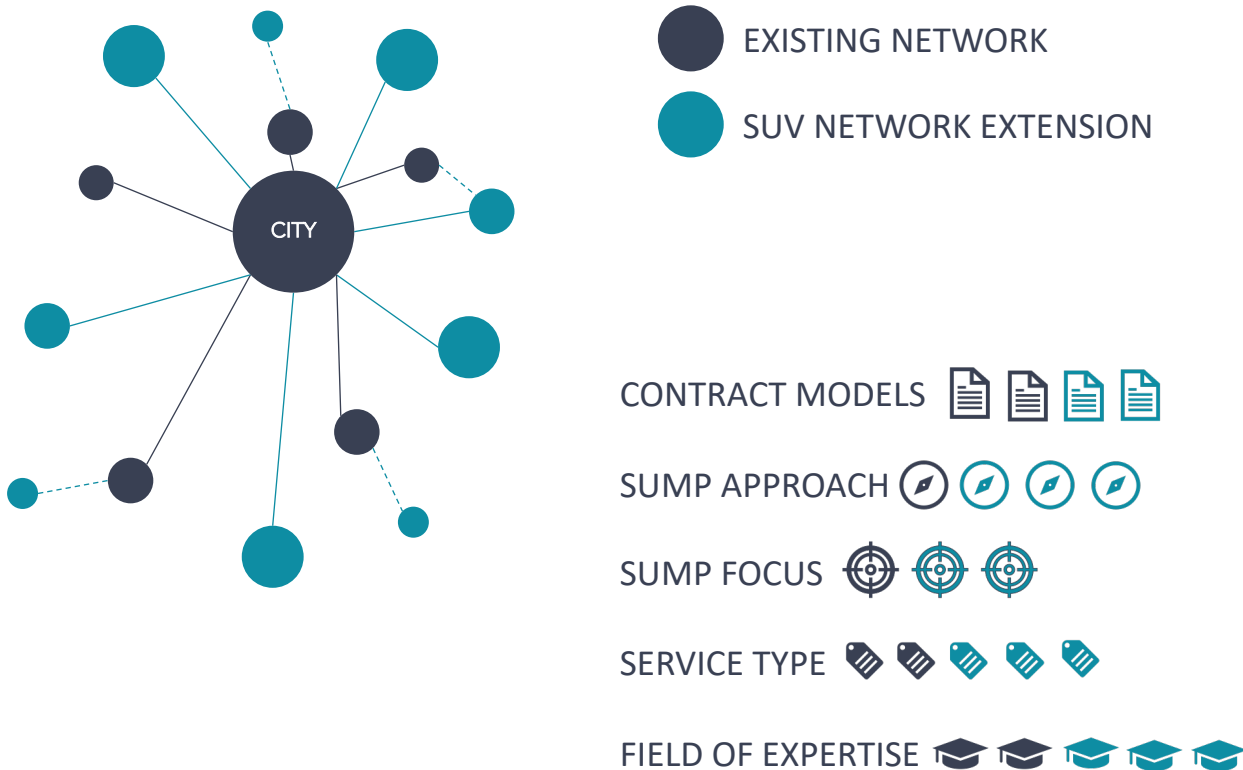
SUV structure



Themes:	Activities:	Partners involved:
AV pilots	<ul style="list-style-type: none"> • Public-private collaboration • Sourcing of AV solutions through transnational, public competition. • Identification and preparation pilot sites 	<ul style="list-style-type: none"> • HITRANS • City of Almere • Municipality of Varberg • Hannover region
Strategy – SUMPS	<ul style="list-style-type: none"> • Developing and improving Sustainable Urban Mobility Plans • Collecting innovative urban planning/development solutions 	<ul style="list-style-type: none"> • HITRANS • City of Almere • Municipality of Varberg • Hannover region
Knowledge	<ul style="list-style-type: none"> • Changes in real estate evaluation due to changed mobility. • Future proofing infra investments. 	<ul style="list-style-type: none"> • Royal Institution of Chartered Surveyors • POLIS • Urban Land Institute

Logic of SUV collaboration: Make informed investment decisions with affordable access to experts

The transnational collaboration in SUV allows to source and select globally the **best ideas, state-of-the-art approaches and business models** that enables cities to have a wide range of **design options** which goes beyond the usual options in their **local network**. This transforms cities into **informed buyers**, ultimately leading to **smart implementation of AV pilots and building impactful SUMP**s.



Joint approach to implementation

- Long term vision on mobility and urban planning should be common among regions and cities.
- Through the SUV expert pool, a single, high quality, knowledge base will be developed, low cost, within 6 months.
- Joint approaches will be designed for e.g.:
Procurement plans, sourcing the best solutions, Public-private collaboration models, stakeholder management, business case analysis, feasibility studies.

The holistic view of SUV considers a wide range of design options

Sustainable Urban Mobility Plans

Different approaches:

- **Visionary:** e.g. San Francisco, greater Manchester
- **Technical, operational:** e.g. Austin, Province of Flevoland (NL).

Different types of focus:

- **Mobility:** public transport vs private solutions, individual vs shared, vehicles vs services (MaaS), different maturity (innovative vs different transport modes and services: e.g. MaaS, shared, electric, mass (public) transport, innovative etc.
- **Urban Planning:** Design thinking vs bottom-up approach, high/low focus on infrastructure, road-district-city scale, link with long term investment planning, value changes of real estate due to changes of mobility options and behaviour.
- **Socio-economic:** Taking social inclusion into account, development of local business, etc.

Public-private collaboration with AV providers

Different scope of contracts with solution providers:

- Lease vs buyer
- Incentive schemes
- Short vs long term
- Liability distribution
- Legislation, permit requirements
- Financing scheme: co-funding requirements
- Small vs large scale
- Governance model (e.g. joint venture, single-contract)

Different type of services:

- Only delivery of vehicle vs full service: complaint management, maintenance, on-board steward/monitoring, fleet management, etc.
- Focus on experiment vs service delivery
- Fixed routes/timetable vs on-demand
- Complexity route: separate, safe vs interaction with other traffic participants
- Targeting niche groups (e.g. disabled) vs mass public.

Knowledge available within cities' policy makers

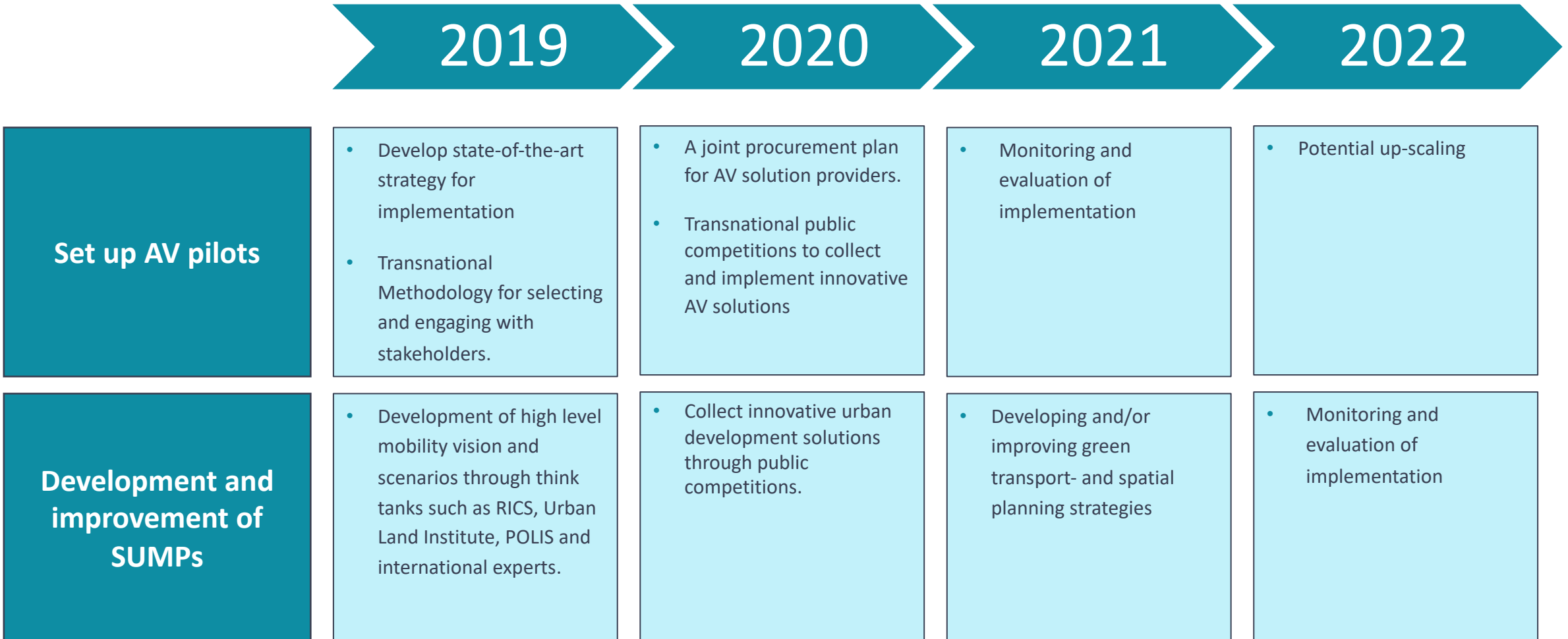
Socio-economic:

- Integrate new transport modes and mobility services in the assessment of the future value of real estate and cost of infrastructure.
- Effects of global user trends: e.g. shared economy, behaviour transition from owning to using.

Transport modelling:

- Model split analysis: trip generation, trip distribution, mode choice and time of travel)
- Scenario modelling: impacts of transport policy and land use changes on urban form and transport
- A road assignment model (road-based public transport, private vehicles, freight and other commercial vehicles)
- Data management: how data will be collected and analysed.
- Business case assessment: value and cost distribution

Indicative timeline of collaborative activities



SUV consortium

