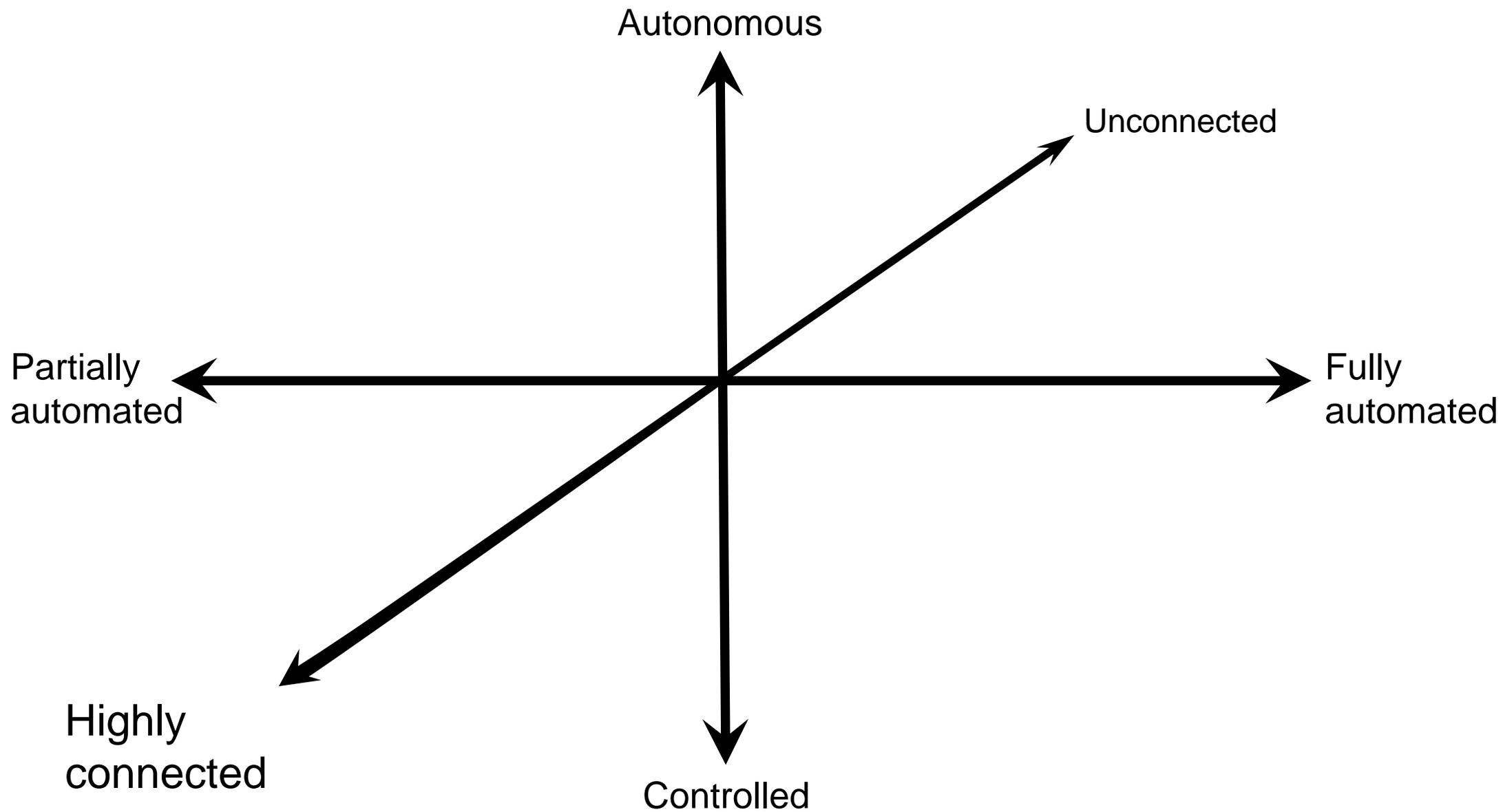


# Automation of the driving task

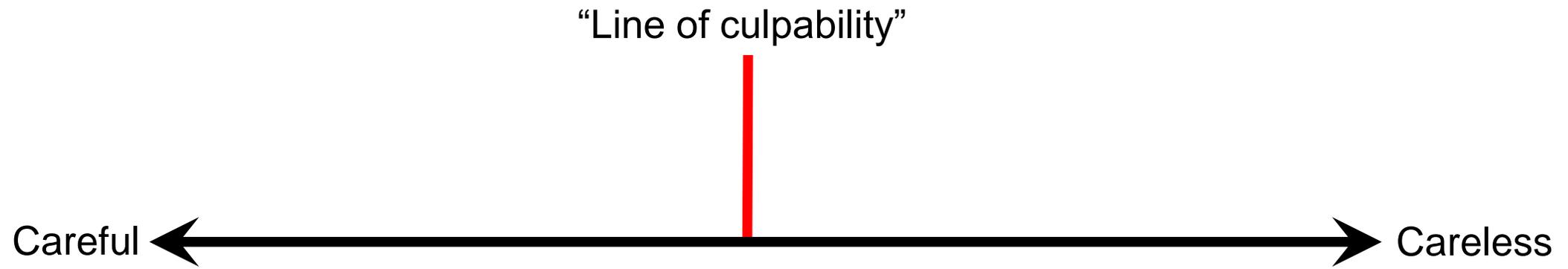
Some possible consequences and governance challenges

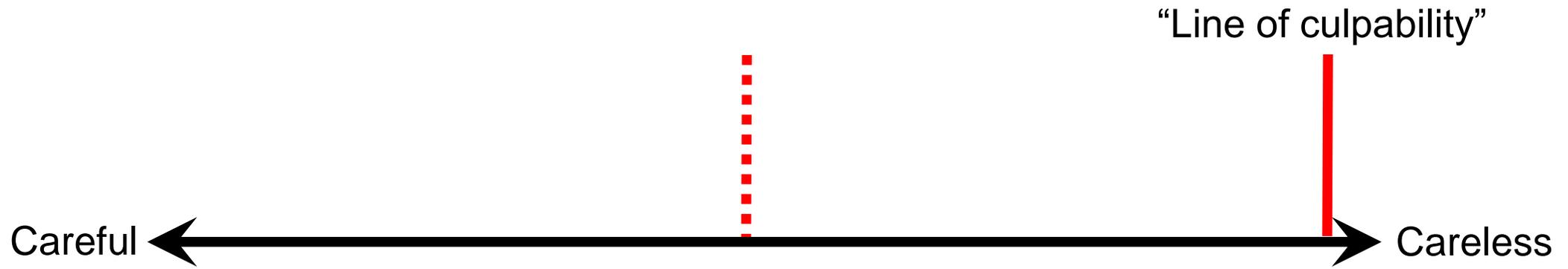
Tom Cohen & Clémence Cavoli

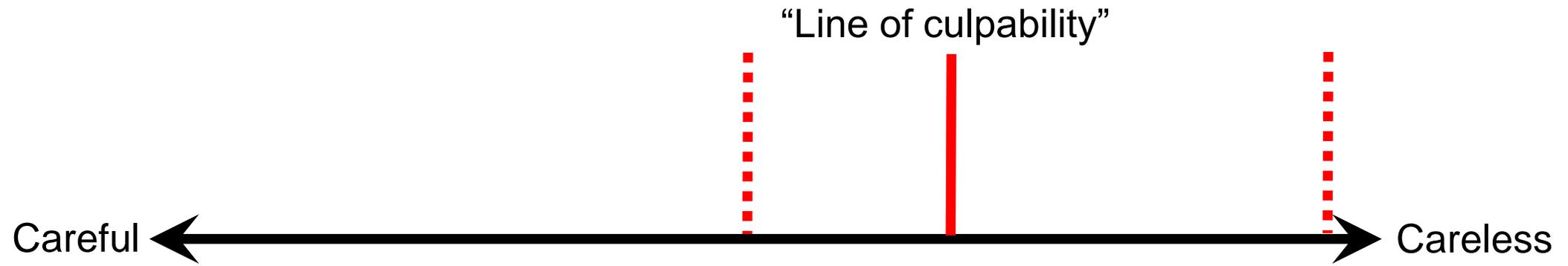
6<sup>th</sup> December 2016



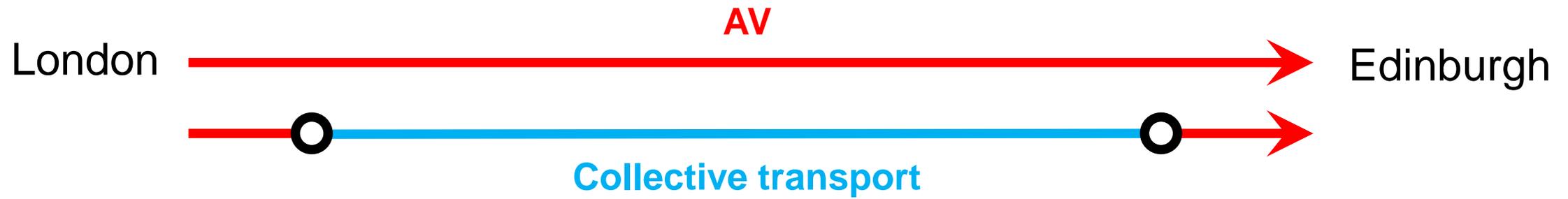




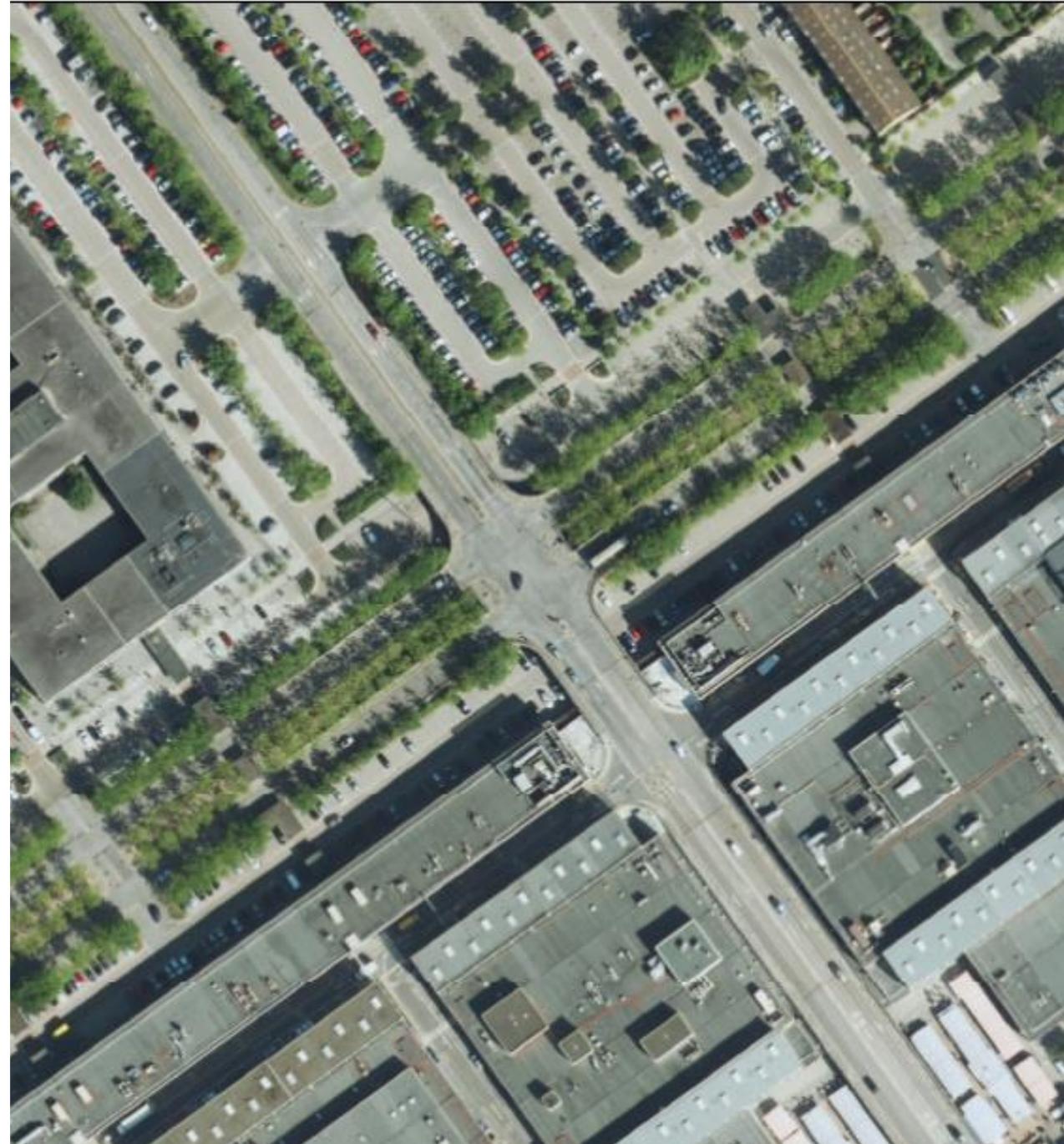


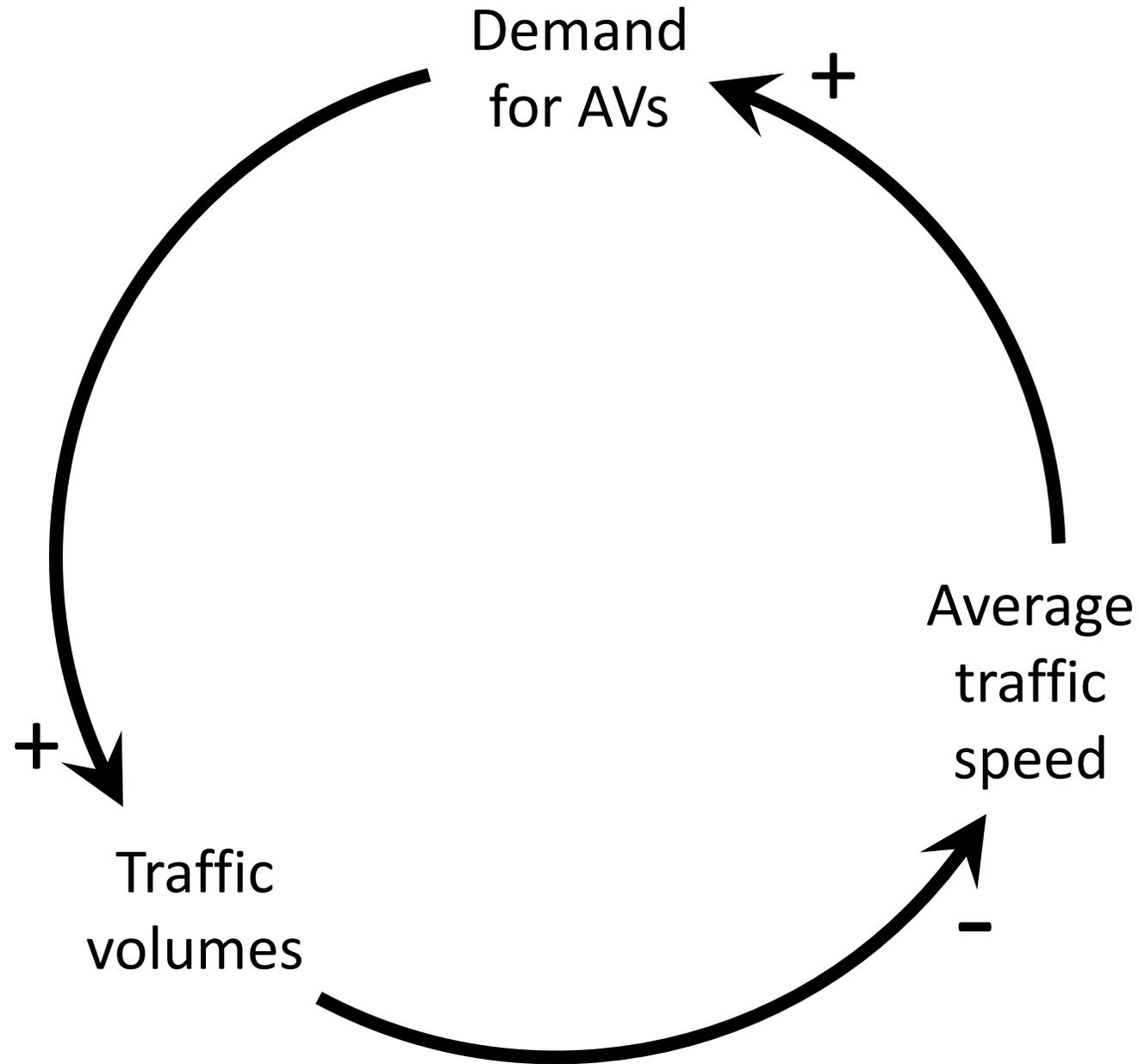


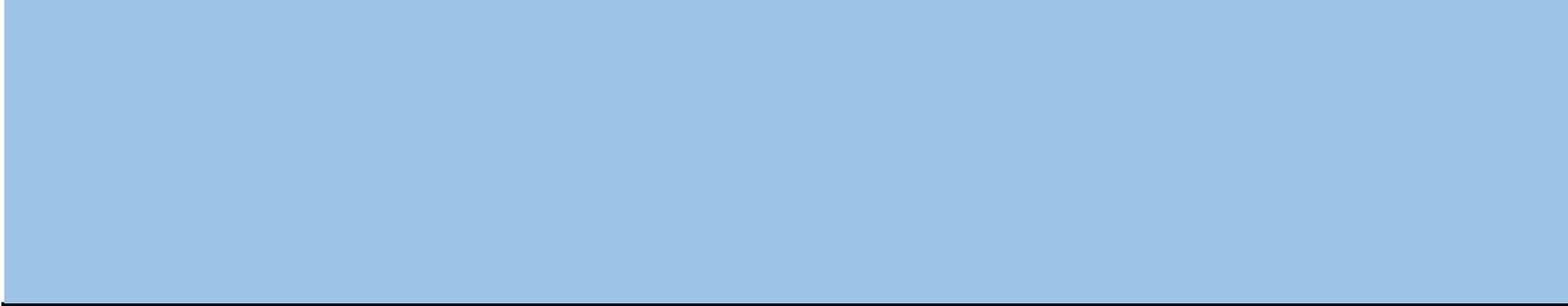
# Use models



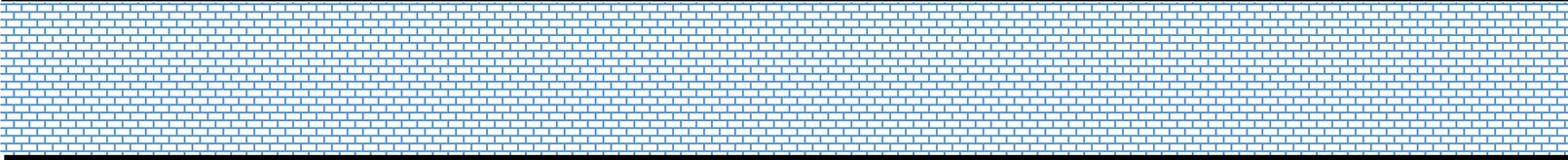








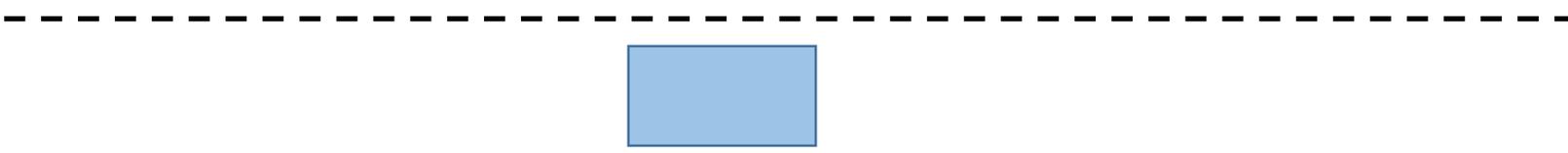
*Building*



Footway/sidewalk



Parking



Running lane



Running lane

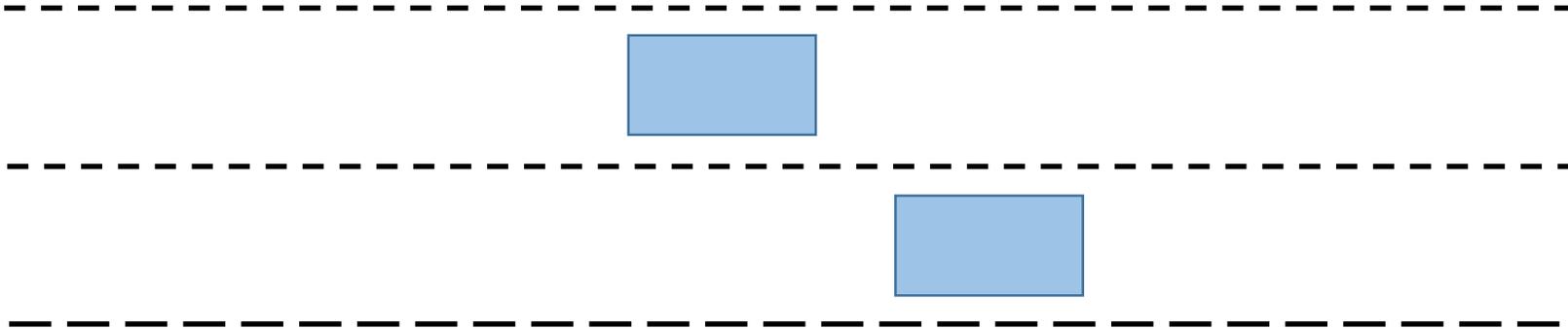


*Centre line*



*Building*

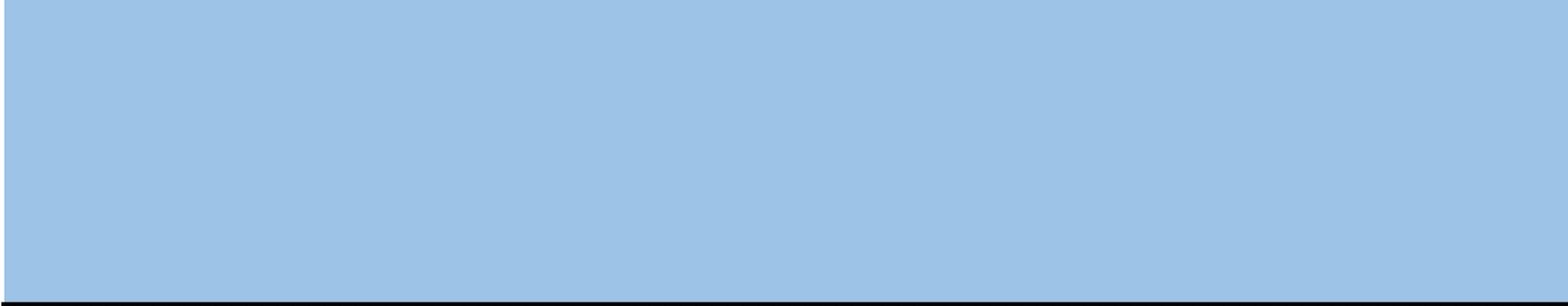
Footway/sidewalk



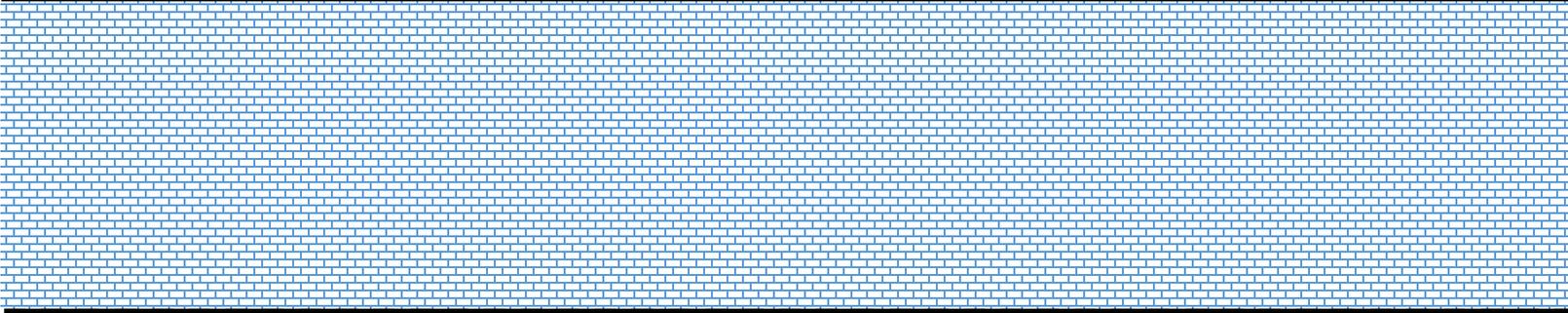
Running lane

Running lane

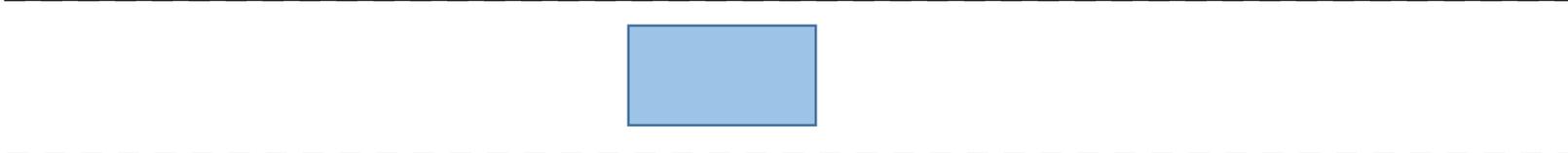
*Centre line*



*Building*



**Footway/sidewalk**



Running lane

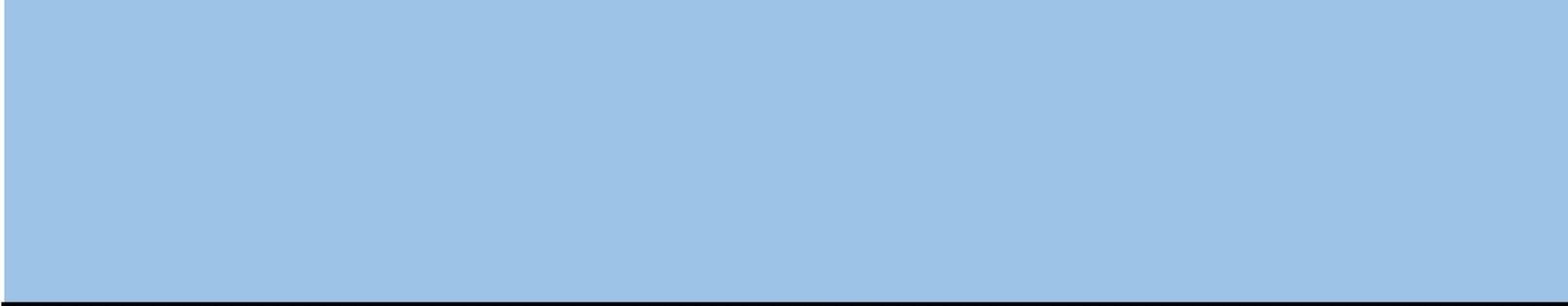


Running lane

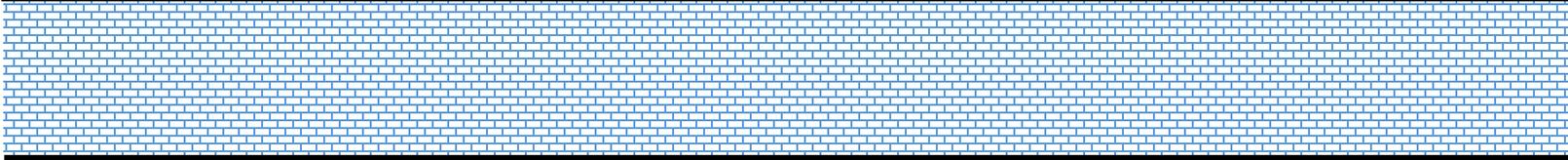
*Centre line*



*WSP | Parsons Brinckerhoff  
& Farrells, 2016*



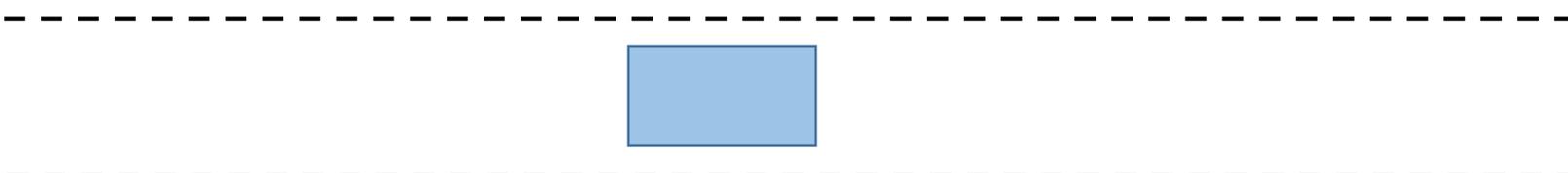
*Building*



Footway/sidewalk



**Running lane**



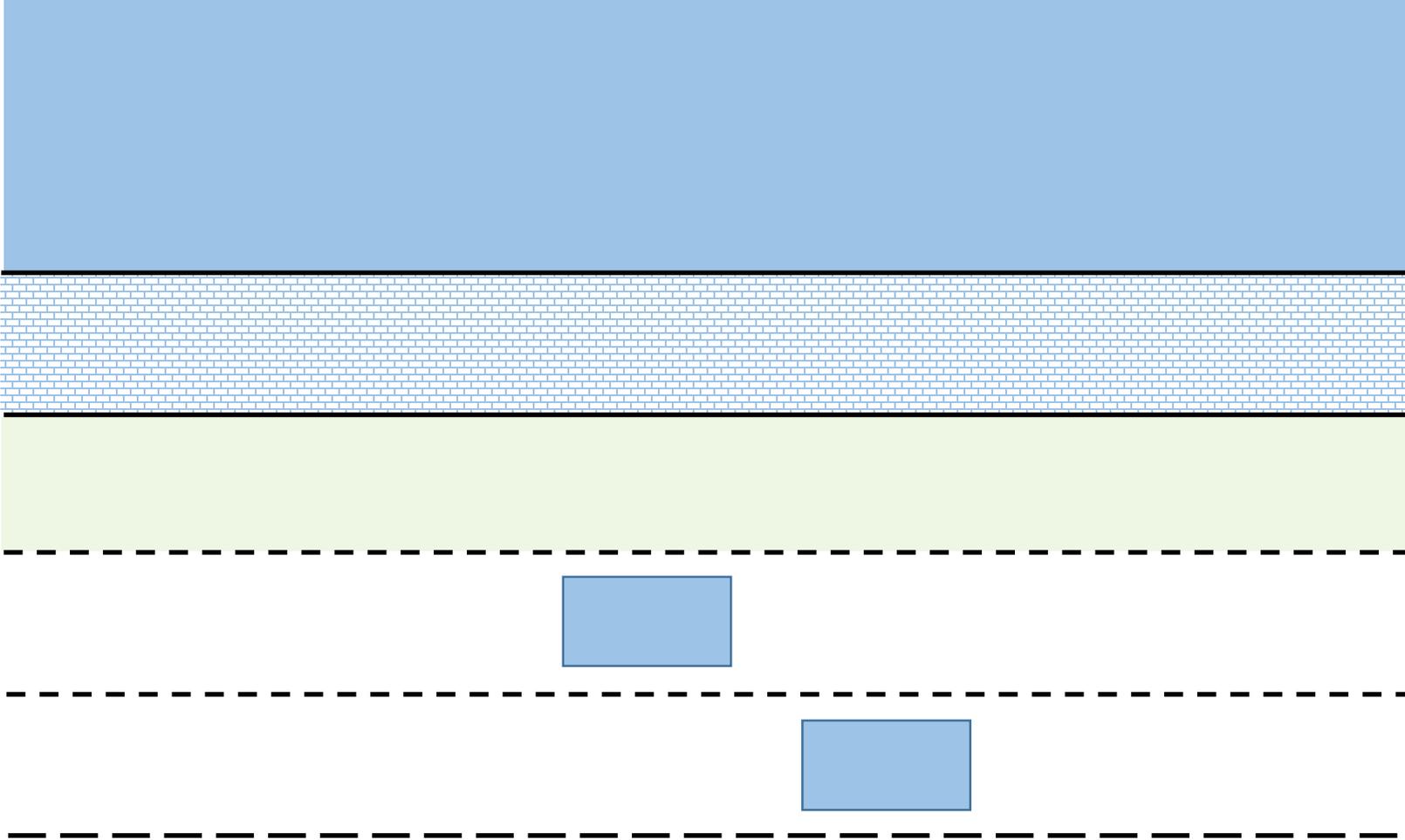
Running lane



Running lane



*Centre line*



*Building*

Footway/sidewalk

**Retail?**

Running lane

Running lane

*Centre line*

# Example recommendations to DfT

- Development of scenarios for technological & market developments, use of & response to AVs
- Exploration and appraisal of the potential role of the public sector

“If you don’t know where  
you are going, you will  
probably end up  
somewhere else.”

*(Peter 1977, p.125)*

# Thank you / merci

[tom.cohen@ucl.ac.uk](mailto:tom.cohen@ucl.ac.uk), [clemence.cavoli@ucl.ac.uk](mailto:clemence.cavoli@ucl.ac.uk)