After a review from CAV (Connected and Automated Vehicles) Progress

CAC would provide the following input in relation to impacts to cyclists and vulnerable road users

- Determine the interaction with the City of London cycling infrastructure designs and materials
    - Example of a raised curb (not detected), flex posts (hiding users), or transitions from off road to on road parallel cycle tracks and how there are interpreted by the level of autonomy
    - Not an exhaustive list of the potential design concerns
- CAC would recommend ensuring current priority of users at intersections remains pedestrian > cyclist > mass transit > personal design automobile
- To support CAV the target state of all active transportation infrastructure would be separated if speeds over 30kph
- Mandatory road speed adherence for all CAV's if automation is engaged
- We see a benefit to vulnerable road users as volume of CAV increase, higher adherence to traffic speeds will be seen
- Recommendation of initial implementation of level 4 and 5 to require a human to be in the vehicle and legally capable of being in control
- Require the burden of detection rests exclusively with the CAV

📄 PDF

Report Package -
Cycling Advisory Com