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Nota di contenuto	Connected and Automated Driving: Long Level 4 -- Connected and Automated Driving: Consideration of the Local, Spatial Context and Spatial Differentiation -- Connected and Automated Driving in the Context of a Sustainable Transport and Mobility Transition -- Self-driving turnaround or automotive continuity? reflections on technology, innovation and social change -- Automated drivability and streetscape compatibility in the urban-rural continuum using the example of Greater Vienna -- Automation, public transport and Mobility as a Service: experience from tests with automated shuttle buses -- Delivery robots as a solution for the last mile in the city? -- Control and design of spatial mobility interfaces -- Transformations of European Public Spaces with AVs -- At the end of the road: total safety -- Integration of cycling into future urban transport structures with connected and automated vehicles -- Against the Driverless City -- Strategic spatial planning, "smart shrinking" and the deployment of CAVs in rural Japan -- Integrated strategic planning approaches to automated transport in the context of the mobility transformation -- Opportunities from past mistakes: Land potential en route to an automated mobility system --

New governance concepts for digitalization: Challenges and potentials -- How are automated vehicles driving spatial development in Switzerland? -- Lessons from local transport transition projects for connected and automated transport -- Connected and automated transport in the socio-technical transition -- Data-driven urbanism, digital platforms and the planning of MaaS in times of deep uncertainty: What does it mean for CAVs?.

Sommario/riassunto

Across the world, advances are being made in the development of connected and automated mobility. At first it was expected that the technology would make a positive contribution to many traffic-related problems: from increasing road safety and reducing greenhouse gas emissions to freeing up space and making streets more appealing as public spaces. However, these effects are by no means guaranteed – by contrast: it is becoming increasingly clear that the introduction of this technology must be well managed if the anticipated benefits are to be achieved. Based on the results of the four-year research project AVENUE21 at the TU Wien, this volume brings together the findings of international authors. Divided into four topic areas – mobility and transport, public space, spatial development and governance – various perspectives as well as example applications and planning solutions related to connected and automated mobility are described in a global context. The result that emerges is an overview of international approaches to how automated driving systems can be introduced in a targeted manner in the interests of sustainable mobility and settlement development while also taking into account current (local) challenges. The volume thus complements previous studies by asking not what impacts connected and automated vehicles will have, but rather for what purpose, where and in what form connected and automated mobility is actually needed. About the editors: The research on which this book is based was conducted by an interdisciplinary team at the Faculty of Architecture and Spatial Planning at the TU Wien together with international experts. The research project AVENUE21 was funded as Ladenburg Kolleg by the Daimler and Benz Foundation.
