

Table 1
Core city values, AV implications and Policy goals for the city of tomorrow.

Most cited core values for the city of tomorrow		AVs opportunities & threats		Policy goals	
		Sign	Description		
Socially sustainable cities	Equity and inclusiveness	+	Increase mobility for elderly, children, disabled and unlicensed people	Ensure equal access to mobility services (G11)	
		-	Reduction of public transport	Promote a high-quality multimodal transport system (G1)	
		-	Expansion of the city-Sprawl would cause segregation	Mix land use (G5); Restrict motorized access (G3); Regulate urban growth (G12)	
		-	Revalorization or increase in real estate values in the centre could cause segregation of population	Mix land use (G5); Ensure equal access to housing in the city (G2)	
	Healthy/active society	+	Less vehicles imply less pollution, therefore less illnesses	Promote shared and public mobility (G7)	
		-	Door-to-door services would imply less walking and cycling, causing health problems	Delimit motorized access to core areas (G3); Delimitate attractive core areas (G6); Ensuring active mobility (G8)	
	Cultural identity	+	Recovery the character and morphology of core areas within the city centre destined to parking areas	Delimitate attractive core areas (G6); Promote regeneration and renewal over new developments (G4); Ensure urban quality and morphological standards (G9)	
	Cultural diversity	-	Revalorization or increase in real estate values in the centre could cause population segregation	Mix land use (G5); Ensure equal access to housing in the city (G2)	
	Well-designed, Attractive and liveable urban areas	Attractiveness, Urban quality and liveability	+	Reduction of parking demand would enable a reconversion of free space into attractive and high-quality areas	Promote shared mobility (G7); Ensure urban quality standards (G9); Mix land use (G5); Delimitate attractive core areas (G6)
			+	More walkable and cycling cities	Delimit motorized access to certain core areas (G3); Ensure active mobility (G8)
+			Reduction of parking demand would enable refilling areas and improve social facilities	Promote densification – compaction (G12); Improvement of social facilities (G9)	
Green public spaces: greening		-	Large parking lots	Promote a balanced distribution parking policy (G10); associated to multimodal hubs	
Accessible areas based on sustainable mobility	Green public spaces: greening	+	Reduction of parking demand would enable a reconversion to green public areas	Promote shared mobility (G7); Development of green infrastructures (G4)	
		+	Increase mobility for elder, children, disabled and unlicensed people	Ensure equal access to mobility services (G11); High-quality multimodal transport system (G1)	
	Connectivity	+	Platooning in segregated lanes means more free space	High-quality multimodal transport system (G1)	
		-	Need to locate new hubs to interchange between modes	Promote shared mobility (G7)	
	Efficiency	-	Congestion Private AVs vs Reduction vehicles SAVs	Develop high-quality multimodal transport system (G1)	
		+	More efficient vehicles and platooning which lead to less space occupied by circulating vehicles	Develop high-quality multimodal transport system (G1)	
	Public transport	-	Reduction of public transport	Develop high-quality multimodal transport system (G1)	
		+	Increase of public transport use for interurban trips	Delimit motorized access to certain core areas (G3); Ensure active mobility (G8)	
	Active mobility	-	Excessive use of AVs would imply less walking and cycling	Promote shared mobility (G7)	
		+	No need for traffic lanes and central reservations	Mix land use (G5); Restrict motorized access (G3); Control urban growth (G12)	
Environmentally sustainable	Land-use sustainability	-	Expansion of the city-Sprawl would cause inefficient use of land	Promote shared mobility (G7); Establish urban quality standards: Develop green infrastructures (G9)	
		+	Renaturing or greening urban areas thanks to the reduction of parking demand	Mix land use (G5); Restrict motorized access (G3); Control urban growth (G12)	
	Sustainability of resources	-	Increase of VMT imply high land, energy and resource consumption	Mix land use (G5); Control urban growth (G12)	
		-	Expansion of the city-Sprawl would cause inefficient use of resources	Promote shared mobility (G7)	
Economically viable	Profitability	+	Less vehicles imply less energy consumption	Mix land use (G5); Establish urban quality standards: Improve social infrastructures and public activities and services (G9); Restrict parking (G10)	
		+	Revalorization and profitability of well-located new free areas	Reduction of public incomes related to traffic taxes, fines, fees, etc.	
Safe, human-centred	Citizen's safety	-	Interaction with conventional vehicles, pedestrians and cyclist during transition	Ensure a safe transition for pedestrians, cyclists and road users (G13)	
		+	Less and more efficient vehicles would imply less accidents and reduce the need for segregated lanes, medians, etc.	Promote shared mobility (G7); High-quality multimodal transport system (G1)	