Stakeholder engagement and AVs

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Stakeholder engagement

Frame the ‘problem’

(Co) design the solutions

Help with implementation

Feed into policy

Make the next project(s) better!

AUTONOMOUS VEHICLES
[are here]

SOCIAL IMPACT

Cultural impacts of introducing automated vehicles

Cars are, indeed, the most private places we have, sealed shut, out of earshot

Mobility apps would bring together all modes of transportation, both extant and emerging, like electric bikes and kickboards

co-designing and engaging in planning

ENGAGEMENT

windows could double as screens - richly animated portals or larger versions of our phones, distracting ourselves with email, mindless games and the infinite bazaar of the internet...

HUMAN [dis]CONNECTION

speeding tickets to be replaced by facial-recognition technology & fines for "jaywalking"

hands-free commute that opens up space for socializing — "an interior social world."

ability to be productive while travelling

well being/flexibility/choice

social inclusion/alienation

additional travel demand from the non-driving, elderly, and people with travel-restrictive medical condition

further passivisation of travel - temptation to turn ever more inward, exchanging the physical world for yet another simulation

EXCITEMENT

of them as vehicles

improved safety due to vehicle automation

streets could become recreation spaces

AVs will change cities and our lives just as steam trains and motor cars did before them

possibility of added convenience and accessibility

efficiency of transport

relieve stress of driving

SPATIAL PLANNING

because no cars ever stay still for long

increased space for pedestrians and cyclists

accessibility/road infrastructure

can AVs be seamlessly inserted into existing urban fabric or larger interventions will be required?

adaptive reuse/new uses for redundant gas stations/car parking areas - such as pocket parks, extended bike lanes, and car pickup/drop-off locations

ADAPTATION

different charging and parking infrastructure will free up space in cities

AV waiting areas at transport nodes

better traffic flow

TRANSITION

possible induced travel demand

flexible infrastructure design will be required

greener transportation systems

potential iprovement to walkability and liveability

use of space/ visual quality

street signage is the iconography of the automobile age/ city might be devoid of stoplights, street signs, billboards across highways naming the exits, no complex merge instructions. Signs are expensive to build and maintain

ECONOMIC IMPACT

geo-fencing possibilities

vehicle ownership

reskilling professional drivers

productivity/impact on businesses

REGULATIONS

Media companies are already negotiating with carmakers about how to price their offerings

TECHNOLOGY

consumption patterns

enhanced city-wide accessibility

increased connectivity

employment

AVs could communicate with other transit systems (bikeshares, subways, and busses) creating a web of mobility options

driverless transportation could make the flow of goods and services into and within urban neighborhoods faster and more efficient

new business models in car industries to be developed

jobs in hardware and software technology for automated vehicles might be generated

Ordinary windows could be replaced with holographic glass or an advanced semitranslucent liquid-crystal display. They could anticipate our needs and instantaneously display weather forecasts, reviews of nearby restaurants and hotels, details about popular tourist attractions — and warnings about miserable tourist traps...

ENVIRON MENT

NERVOUSNESS

tracking of personal data /further surveilance

data about AV surroundings and their occupants, including 24/7 GPS trails

uncertainties of initial coexistence between human and robot drivers

Driverless cars will sometimes need to move around the city with no humans in them at all — en route to pickups or drop-offs

cyersecurity - possibility of hacking the car or environment recognition systems

AV software vulnerabilities

insurance/liaility issues

travel/vehicle costs

ROBOTIC FUTURE

robocars will deliver you everything you need to your doorstep

If robots rule the roads, we might get to places faster — but end up not knowing precisely where we are

360-degree-sensing technology that can see farther than the human eye and react more quickly

self-driving cars will have significant ecological impact

SAFETY

roads not just as a mode of transport but also as part of a vast and intricate ecological web

AVs are better drivers than humans with ability to coordinate with one another in an elegant choreography, threading through traffic with inches to spare

Elizabeth Hamilton-Argyropoulos (a.k.a. @bourgeoisalien): "The saddest part about self-driving cars will be all the times people die mid-trip and then ur dinner guests or pizza guy will arrive dead."

platoons

For the human passenger, though, a robotized intersection could be mildly terrifying — like flying through a crowded asteroid belt, trusting the A.I. to find the right path.

Interreg North Sea Region PAV
EUROPEAN UNION

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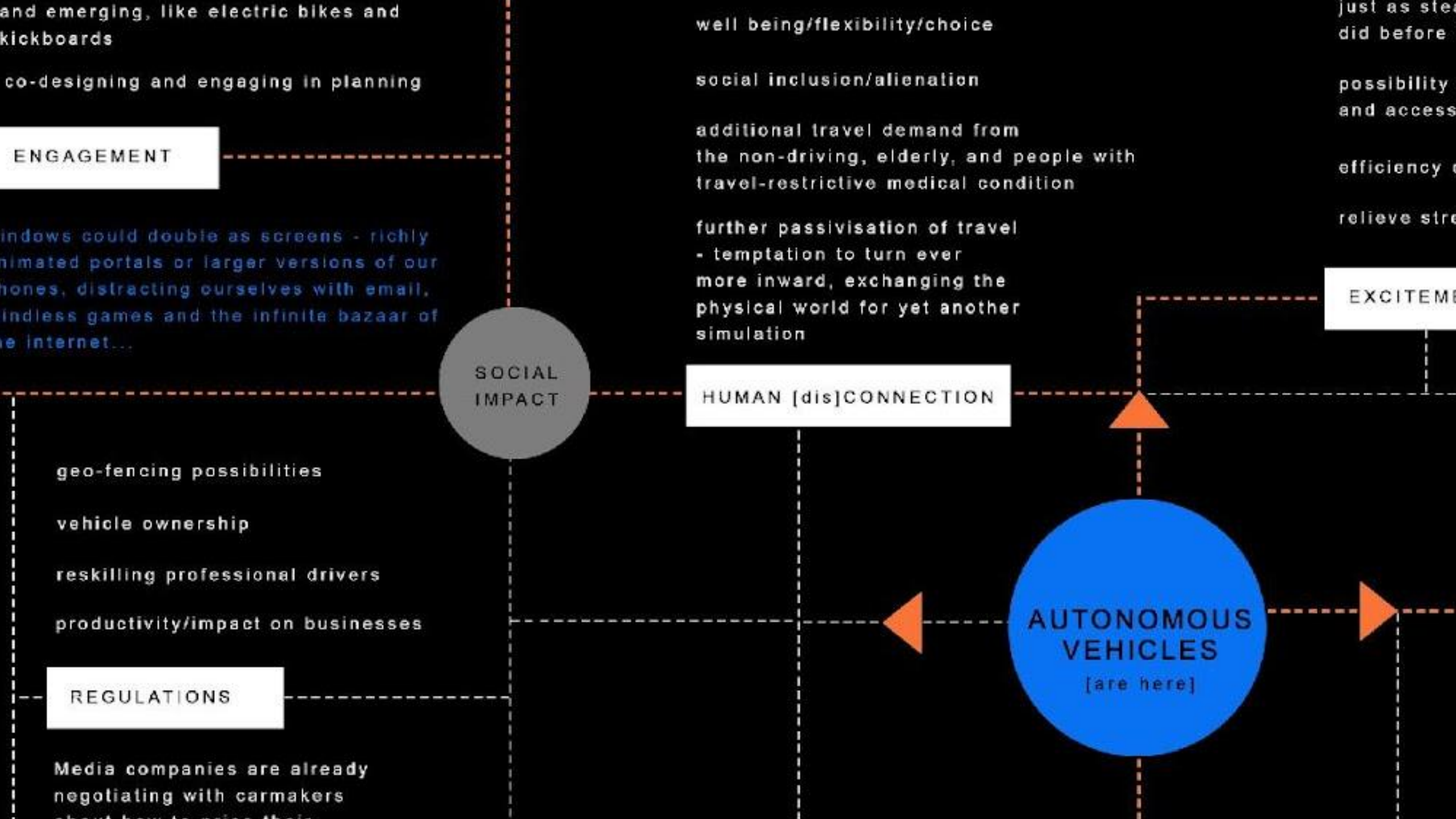
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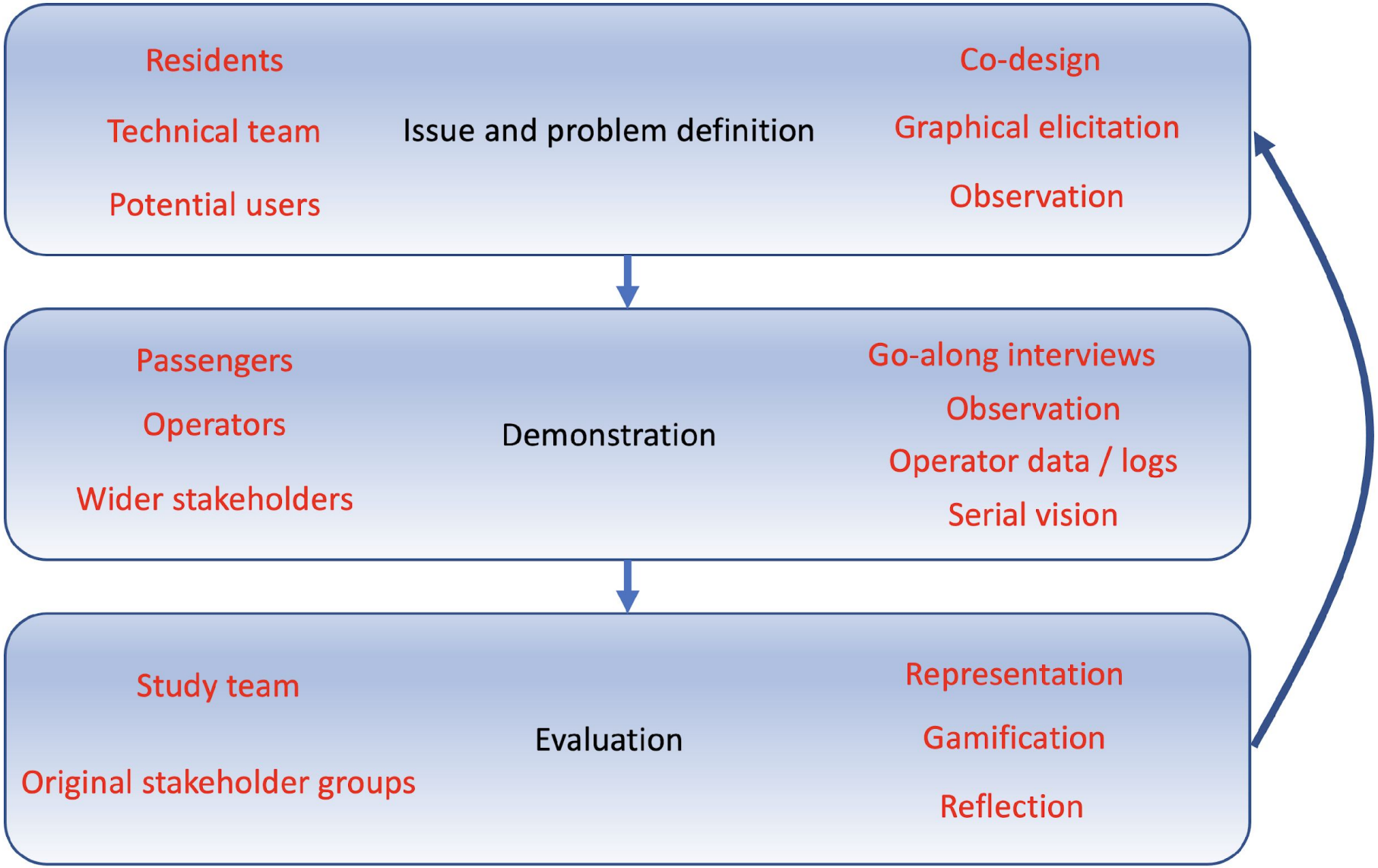
Residents
Technical team
Potential users
Issue and problem definition
Co-design
Graphical elicitation
Observation
Passengers
Operators
Wider stakeholders
Demonstration
Go-along interviews
Observation
Operator data / logs
Serial vision
Study team
Original stakeholder groups
Evaluation
Representation
Gamification
Reflection

Some questions and issues

How can we move beyond engagement in ‘demonstration’?

Technology might not be the best starting point.

Are we able to move from project inception to project evaluation?