

International Citizens' Dialogues on Driverless Mobility

What do Singaporeans want from Driverless Mobility?



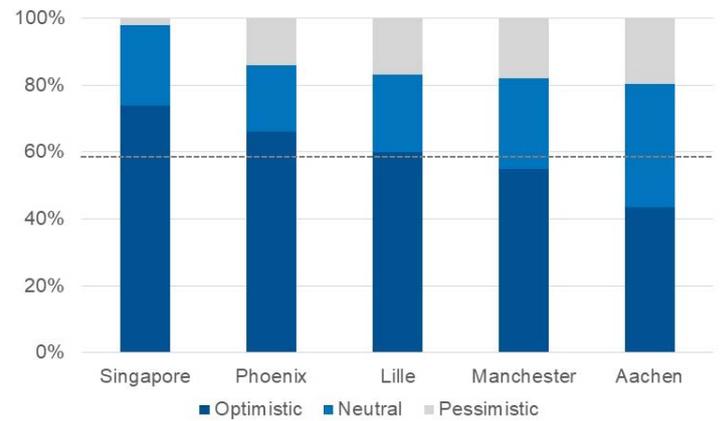
Key Findings About Singapore

- Singapore ranks 1st globally as the most optimistic city towards driverless mobility
- Singapore strongly prefers a public transport model for the deployment of driverless vehicles
- Interestingly, safety and cost attribute to both hope and concern for AV implementation
- Singapore has the highest trust in government to handle implementation of AVs among all participating cities

The Driverless Mobility Dialogue was a global event originating from Missions Publiques (France) and held in seventeen partner cities. In Singapore, sixty local residents from all walks of life participated in the day-long event on 27 April 2019 at SUTD to share their expectations and perceptions of autonomous mobility.

Participants were led through small-group discussions covering themes like attitudes, hopes and concerns about autonomous vehicles (AVs). After learning about and discussing each theme, participants filled out either an individual or group worksheet to capture their perspectives. The groups were led by facilitators from TUMCREATE and SUTD.

Optimism Towards AVs



Optimists and Pessimists

These wordclouds were derived from participants' responses to the question "How do you feel about the idea of driverless mobility?" – comparing two of the five cities with the highest (Singapore) and lowest levels of optimism towards AVs (Aachen, Germany).

Singapore



Aachen



Hopes

1. Reduce travel time

Door-to-door mobility services

2. Improve safety

As AVs are programmed to obey traffic rules, some people trust AVs more than human drivers

3. Reduce road congestion

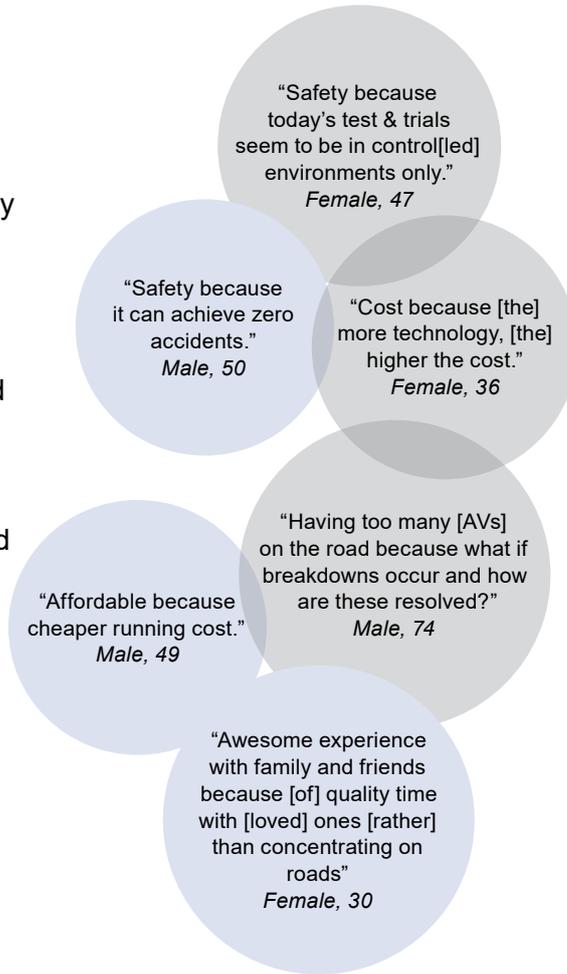
Due to AV route planning based on road and traffic conditions

4. Reduce transport cost

Cheaper per-mile cost of shared autonomous mobility

5. Better use of time

More time to do other daily tasks instead of driving



Concerns

1. Safety

Can AVs be trusted? Can human-driven and driverless vehicles co-exist?

2. Cost

Will there be an increase in cost when owning a fully automated private vehicle?

3. System reliability

Will there be a sudden system failure rendering AVs inoperable?

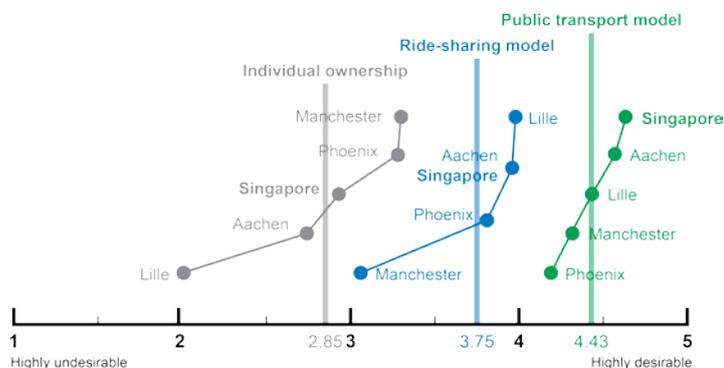
4. Limited knowledge

Who is liable for accidents? Who regulates the system?

5. Data security

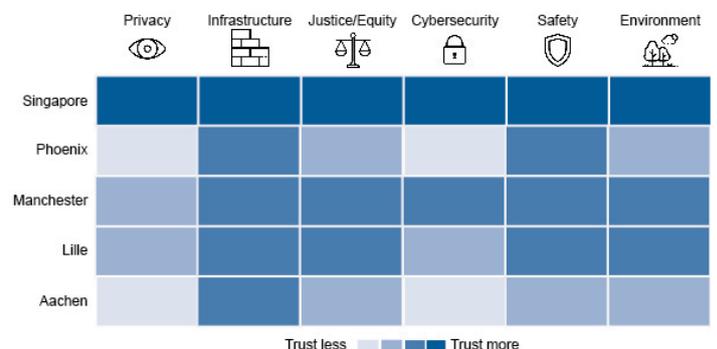
How will data be used by public agencies and private companies?

AV Implementation Models



Of the three models, ratings deviate most from the mean (of the five cities) regarding individual ownership. A lower desire for individual ownership of AVs in Singapore, Aachen and Lille is consistent with a higher desire for public transport or ride-sharing and vice versa.

Trust in Handling AV Issues



Singapore participants trust local government across all issues. For other cities, trust levels vary. Participants from the five cities entrust infrastructure issues the most to the government. Among the various stakeholders (government, non-profit organisations, transport companies and insurance companies), participants trust government most and insurance companies least.

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You may find more information about the Driverless Mobility Dialogue on the following sites:
themobilitydebate.net
missionspubliques.org/en/