Automated driving and politics of displacement

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Context

- The system of automobility has shaped the way mobility in cities is governed
- Automated driving integrates and intersects at least three socio-technical systems: automobility, ICT and public transport
- This adds more complexity and uncertainty to an already complex situation
- What will happen and how is defined through policymaking

Hypothesis

- While there has not been any implementation, there is a lot of activity on different levels (e.g. testing, broadband infrastructure, pilots, deliberation)

- Policymaking of automated driving might have different objectives than the implementation of the issue per se

- If automated driving is too complex to deal with, it might be displaced in other issues

Displacement

- **Displacement**: diverting one's energy into another activity, because we can't do something or when something is too complex to deal with

- Defense mechanism for dealing with uncertainty by focusing on doable problems/issues

Research question

How is automated driving discursively and practically produced in urban policymaking?

Automated driving as an example of governing the uncertain

What can we learn about contemporary policymaking processes in conditions of uncertainty?

How I studied policymaking of AD

Storylines:
- an analytical lens to explain the process of becoming of automated driving
- Time and process sensitive: they allow for tracing the displacements of automated driving

I identified storylines based on:
- events,
- arguments,
- actors,
- actions,
- settings,
- technologies/artefacts

Two trajectories of displacement

Munich: dispersion

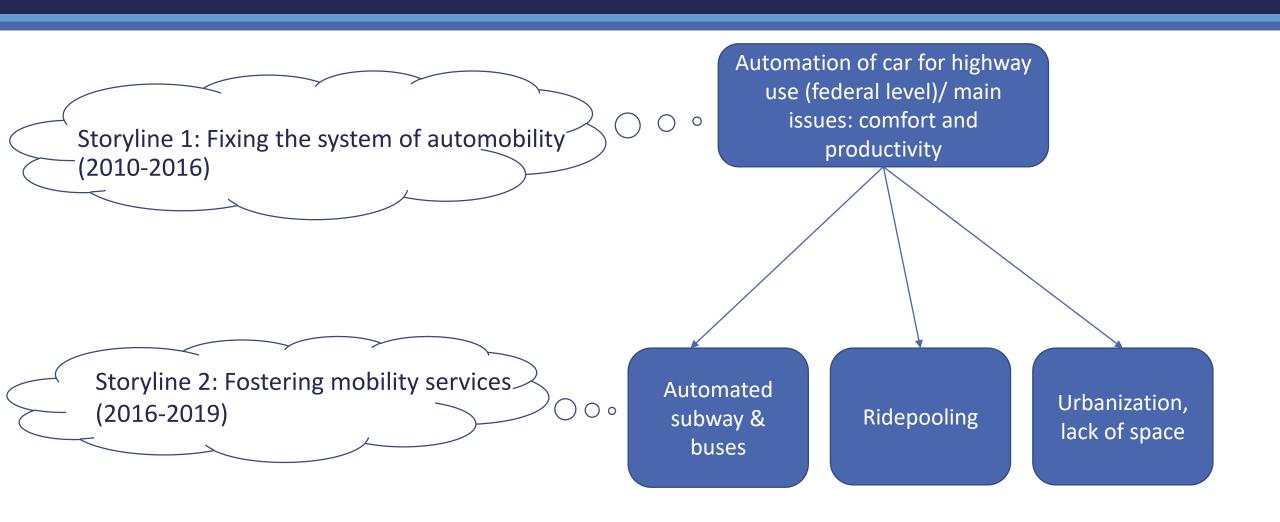Storyline 1: Fixing the system of automobility

Storyline 2: Fostering new mobility services

Stuttgart: relegation

Storyline 1: Fostering a connected transport system

Storyline 2: Supplementing public transport

Munich: Dispersion

Storyline 1: Fixing the system of automobility (2010-2016)

Storyline 2: Fostering mobility services (2016-2019)

Automation of car for highway use (federal level)/ main issues: comfort and productivity

Automated subway & buses

Ridepooling

Urbanization, lack of space
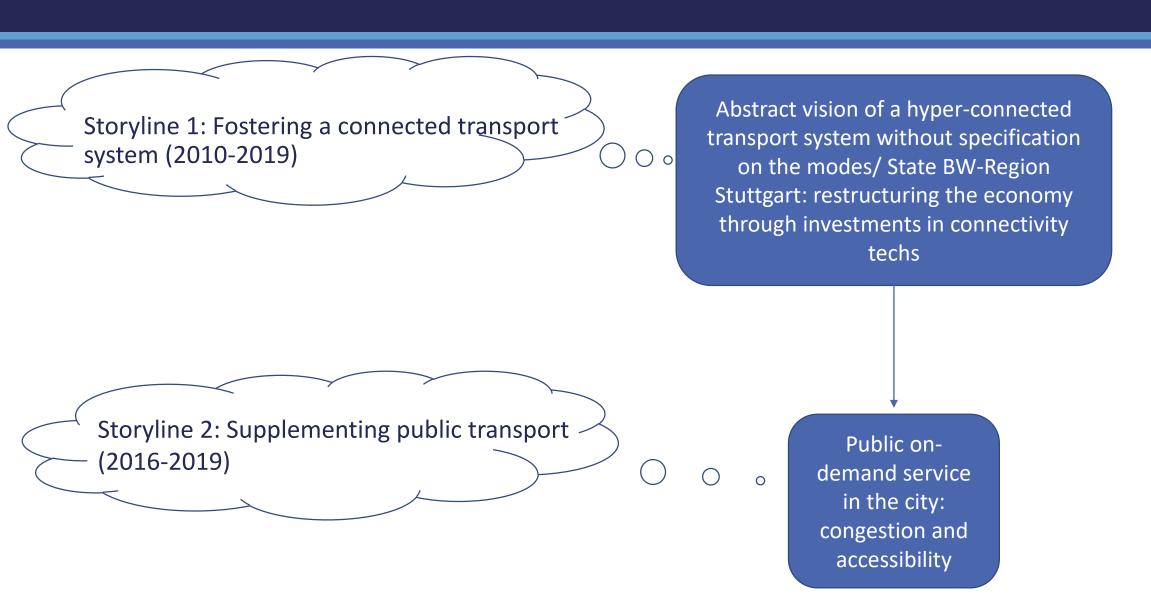
Insights from the case of Munich

- Automated driving meant something for the city only when it got integrated within the urban development goals

- Automated driving got detached from the private car. Co-existence between automobility and alternative modes

- Automated driving was not implemented, but ist presence on the agendas opened up new perspectives for solving existing urban problems through new mobility services

Stuttgart: Relegation

Storyline 1: Fostering a connected transport system (2010-2019)

Abstract vision of a hyper-connected transport system without specification on the modes/ State BW-Region Stuttgart: restructuring the economy through investments in connectivity techs

Storyline 2: Supplementing public transport (2016-2019)

Public on-demand service in the city: congestion and accessibility

Insights from the case of Stuttgart

- Automated driving functioned as a proxy for legitimizing other objectives, e.g. 5G connectivity, on-demand mobility

- It led to conrete policy measures of new regulation for public on-demand services

- Local government adopted a more protective and assertive approach than Munich: public transport should be the only mobility provider

Conclusions

- The non-implementation of automated driving and its displacements in other issues can be a productive way to deal with uncertainty and complexity

- What we can learn about policymaking in uncertainty and ambivalence: defensive responses to uncertainty might create a multitude of unexpected potentials, such as rethinking existing problems

- Urban automobility can hardly be sustained through automated driving, as automated private cars can be too complex for the functioning of the cities

- It is more likely that more emphasis is given to public transport and other mobility services to protect cities but also to mobilize new solutions