

Motivation

An ongoing trend likely to continue is that automated driving systems are increasing and becoming an integral part of a modern road transport system. This will consequentially alter how the transport system is designed, as well as altering travel behaviors. Moreover, this trend will affect road users such as pedestrians, bicyclists, car drivers, passengers, and public transport users.

Young persons are likely to be affected by the automatization of the transport system for a long time and live through a radical paradigm shift in transportation. Therefore, their views are important for the development of the future transport system.



Method

In this study we sat down with five young adults in Sweden, of which three were men and two women, and discussed their views on automated driving.

The group interview was organized as a relaxed discussion with loose moderating based on ten open ended questions. A key feature of the questions that were used was that they were designed to nudge the participants to take on the perspective of different road users, or roles that they could find themselves in as users of the transport system (e.g. car driver, or pedestrian). During the interview emphasis was placed on the interplay between participants who, collectively, could outline the direction of the discussion.

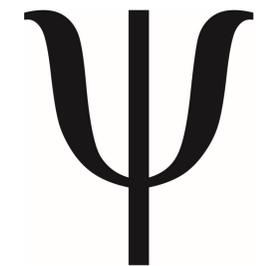


Results

The results capture opinions, concerns, suggestions, and feelings about automated driving.

For instance, they had many opinions and expectations regarding the human-machine-interface (e.g. eHMIs, feedback and communication needs), but interestingly, they also touched upon ethical, juridical, and psychological aspects related with the introduction of automated driving systems.

The results suggest that young adults are aware of the complexity and efforts needed with the introduction of automated driving, yet they show acceptance towards it.



Acknowledgement

This work was carried out in the project BRAVE which has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 723021. The authors would like to acknowledge the work of project partners at VTI and IFES who were involved in the development of the methodology.