

Self-driven MRDH. A method to assess the impact of automated vehicles on urban liveability

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P2 Reflection

The project started from a particular technological challenge and applied it to a site, not the opposite way which is typical to most urbanism projects. Therefore, building a method to assess a potentially high impact new technology gradually took a leading position in the aims of the project due to the future uncertainties of AV. It aimed at becoming a reusable method in other situations of technology and site.

Overall, the Dutch method of scenario construction is helpful in this particular case of multiple unknown parameters (AV development, social acceptance, other factors), but also challenging and limiting in reaching a clear result. It is especially difficult to discern developments where AV will have a direct impact, an impact in convergence with other trends, and developments completely independent of AV.

The effects of the scenario construction are highly contextualised in the Netherlands: high share of cycling and active mobility, relatively short distances, commuting and multiple jobs in different places as part of the economic culture, the lack of a strong automobile industry and culture, polder model, urban development limited by water management. However, the main Western trends of urbanisation are present: urban expansion, high share of road in modal split, a mix of traditional (city centres) and new (motorway junctions, industrial parks, city edges) activity concentrations. Thus generalising the results is possible but limited by the context factor.

The further work plan includes: detailing zoom-in situations in the two scenarios; evaluating scenarios according to the model; formulating research and design tasks for the future; reflecting on the suitability of the methods and the quality of the results (degree of novelty, representativity, possibility to generalise).