# Pathways to Socially Responsive **AS security**

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#### Overview

Over the past 18 months, RS3 has been working closely with National Highways, creating collaborative spaces to explore the ethical dimensions of AS security in the context of National Highways' varied roles and initiatives. Through creative workshops,

#### **Implications for Organisational Interaction**

landscapes: Changing Confronting uncertain and potentially insecure realities, making space for diverse experiences with AS.

- Cross-sector co-operation: Breaking down silos within and between organisations, establishing shared values.
- New expertise: Different kinds of professional roles needed to address new kinds of security and safety demands.
- **Building response-ability** To manage increased scrutiny of safety, privacy, and security violations. (e.g. Mozilla privacy report).





public surveys and focus groups, we identified three main themes:

- Connected and Autonomous Vehicles
- National Highways as a Data Manager
- Connected and Autonomous Plant

#### Survey & Focus Groups: National Highways Panel

- Conducted Oct-Nov 2022: National Highways' Customer Panel completed a survey about their perceptions and attitudes towards the use of Autonomous Vehicles.
- 429 Panellists: Responding across three themes: autonomous motorway building and maintenance, other self-driving vehicles, and autonomous vehicles and data sharing.
- Headlines: High degree of cynicism about introducing AVs on UK SRN.



Refining roles: Balancing ideals and reals, what remits can, and should organisations reasonably adopt? Who is accountable, when, and for what?

### **Implications for Ethics Law and Governance**

- Participative Contextual Ethics: Moving beyond ethics as a tick box exercise, accepting its dynamic and adaptive nature.
- **Beyond Industry Standards:** Industry cannot create standards alone, working towards socially responsive security is a collaborative endeavour.
- **Agile regulation:** Innovative forms of law-making developed from the notion that regulations are interpreted and used differently by different individuals and organisations. Regulation should not be something that's 'skirted around'
- **Scaffolding refusal:** People have the right to say no, a right that is often threatened by seemingly inevitable technological change. AS must *not* be implemented at the expense of people's ability to opt out, or choose a different way. **Beyond blue sky thinking:** Ethics is not a barrier to innovation, but participative contextual ethics requires other ways of knowing AS design: what kinds of values might AS serve, beyond technical progress, entrepreneurship, and financial incentives?
- Low Confidence: Concern about safety and security is high.
- Lack of Trust: No trusted authority in business, governmental or public sector domains to ensure CAV safety.
- Net Opposition: 57% oppose CAVs for both business and commercial use.
- Lack of interest: No significant interest in personal CAV ownership.



nree out of five Pan ngland's motorway	ellists are concerned about the prospect of self-dr s and A-roads to conduct maintenance works	iving vehicles being used on
lf-driving hicles, also own as tonomous		
hicles, may be ed in the future to	63%	35%

## **Future Directions**

ELSI Toolkit: Interactive resources for Socially Responsive Security. Facilitating self-reflective ethical impact assessment.

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'I think that National Highways should actually take responsibility and liability for safety on our roads [...] I think they should actually concentrate on managing and maintaining the roads we've got.'





Examples of a potential toolkit resource

To be used re-iteratively by organisations working with AS who are looking for creative ways to examine wider social and ethical impacts of new systems and strategies.







grant reference no. EP/V026763/1