



An Overview of European Activities on Human Factors of Vehicle Automation

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European Activities on Human Factors and Vehicle Automation



HUMAN FACTORS OF AUTOMATED DRIVING

Support action for *i*Mobility Automation WG

Funded by  DG Connect

Coordinated by 

Cooperation interface between:

EC-funded projects

International relations

National activities

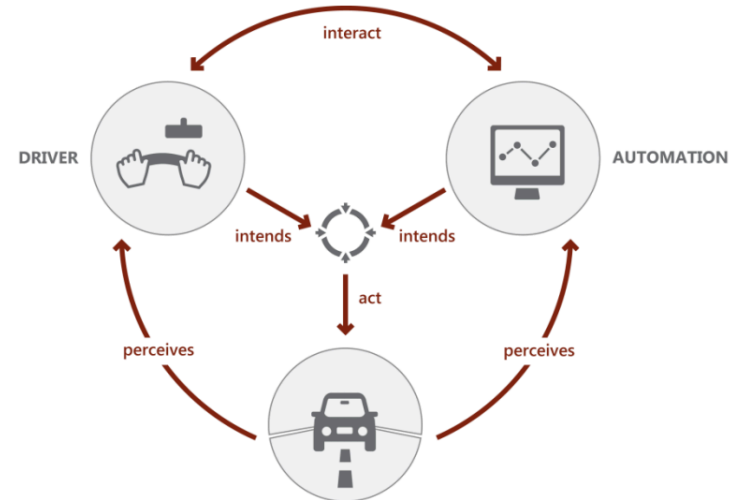
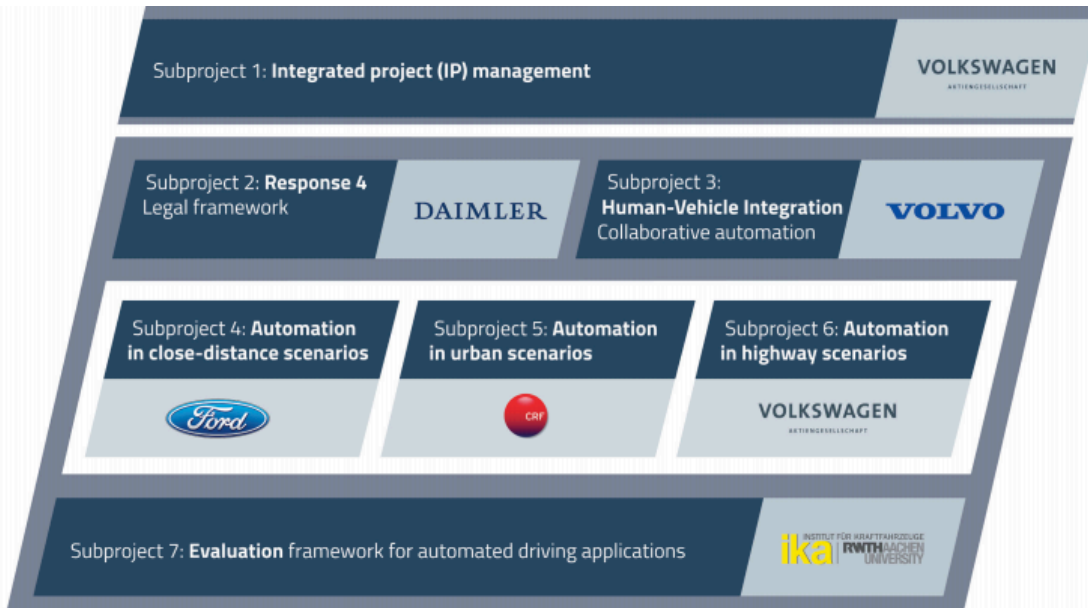


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Belgian Road Safety Institute

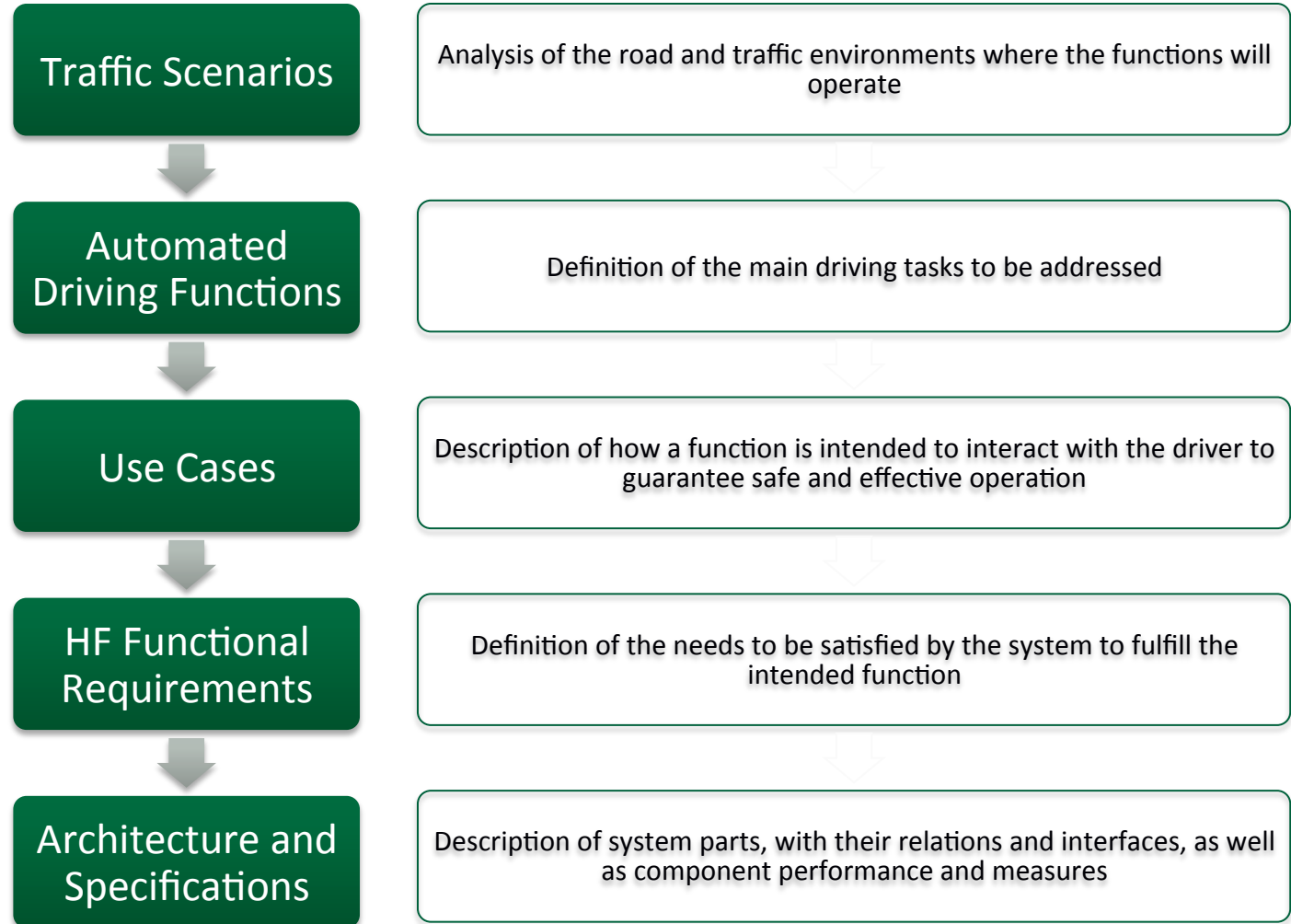




CONSORTIUM // ADAPTIVE



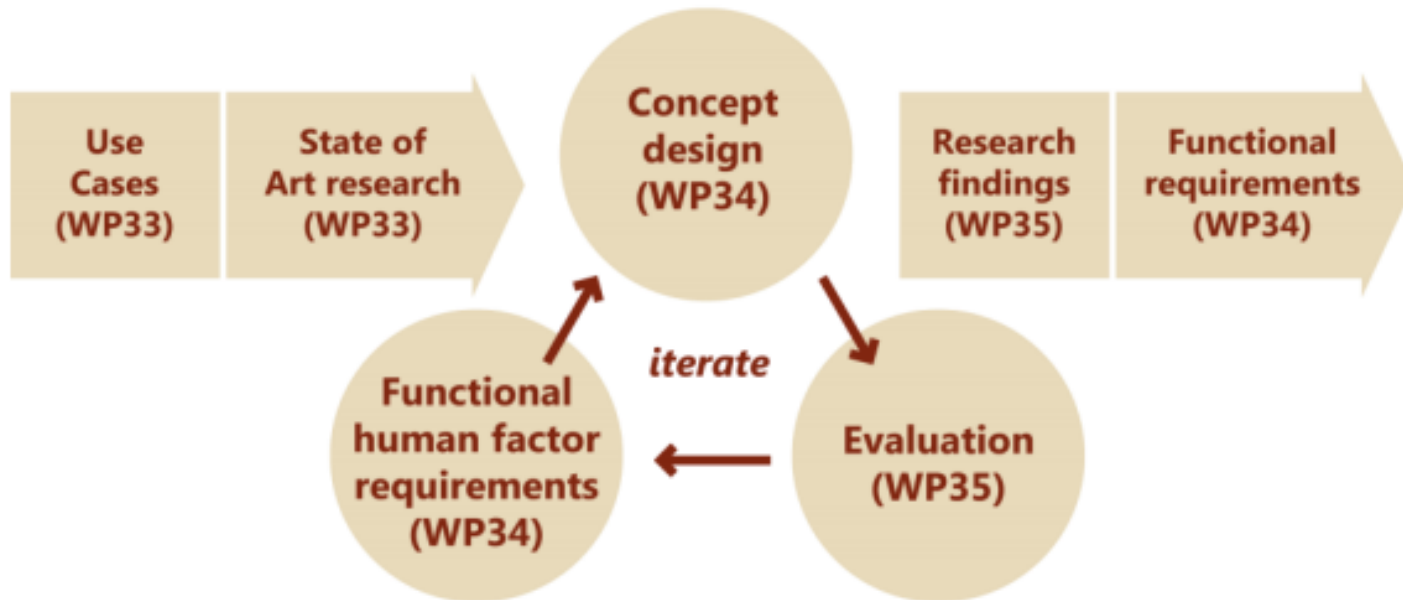
Definition process



Getting from USE CASE to FUNCTIONAL REQUIREMENT



Iterative Process



Pilot platform for Automated Road Transport Systems

Implemented in several urban environments across Europe

Oristano in Italy, La Rochelle in France, Lausanne in Switzerland, Trikala in Greece and Vantaa in Finland

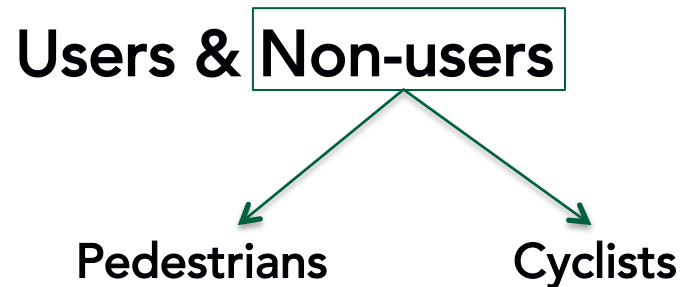




CityMobil2

Human Factors Focus:

User and non-user acceptance of Automated Road Transport Systems



Research Questions

How do pedestrians and cyclists perceive ARTS in terms of safety and priority?

What information do non-users want from ARTS?

How do they want that information communicated to them?

What factors influence acceptance of ARTS?

EU Funded Project

Coordinated by Reinder Happee at TUDelft



IFSTAR



VOLVO



JAGUAR



TOYOTA

UNIVERSITY OF TWENTE.



TNO innovation
for life



HFAuto research questions:

How should human-machine-interfaces (HMI) be designed to support transitions between automated and manual control?

How can the automation understand the driver's state and intentions?

What are the effects of HAD on accident risk and transport efficiency?



Work Package 1

Human behaviour during highly automated driving



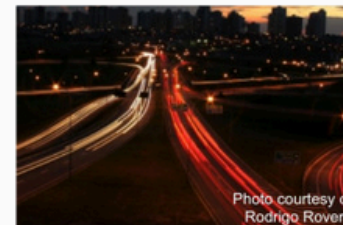
Work Package 2

Human-machine interface of the future highly automated vehicle



Work Package 3

Driver-state monitor for highly automated driving



Work Package 4

Predicting real-world effects of highly automated driving



Work Package 5

Legal and market perspectives of highly automated driving



Thank you for your attention

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