Driver-vehicle-environment interactions and safety tolerance

Virginia Petraki
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Together with:
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The i-Dreams project

- **13 Project partners:**
  - National Technical University of Athens
  - Universiteit Hasselt, Loughborough University, Technische Universität München, Kuratorium für Verkehrssicherheit, Delft University of Technology, University of Maribor, OSeven Telematics, DriveSimSolutions, CardioID Technologies, European Transport Safety Council, POLIS Network, Barraqueiro Transportes S.A.

- **Duration of the project:**
  - 36 months (May 2019 – May 2022)

- **Framework Program:**
  - Horizon 2020 - The EU Union Framework Programme for Research and Innovation – Mobility for Growth
Background

- Rapid steps in transport automation transform the operator/vehicle/environment interactions, and require increased understanding of the operator human factors.

- Definition, development, testing and validation of a context-aware ‘Safety Tolerance Zone’ through:
  - Measurement of risk-related, driver-related and driving environment indicators.
  - Implementation of safety and driver comfort related interventions.
Research Questions

- Which are the critical vehicle and operator state characteristics to evaluate coping capacity?

- How does task complexity influence coping capacity and vice-versa in safety critical events?

- Which task and coping capacity characteristics can identify safety risk?

- Under which conditions are interventions mitigating safety critical events?

- Is there a difference in the performance of interventions between different countries?

- How can active and passive interventions be evaluated in real-time?
Methodological Challenges

- **Analysis of risk factors**
  - Identification of safety-relevant relationships and contexts from the data
  - Assessment and prediction of risk

- **Recruitment of 600 operators** for the experiment
  - 4-stage 5-country experiment across 4 transport modes (car, bus, truck, train)
  - Requirements for big data handling and processing

- **Intervention selection and testing**
  - Real-time effectiveness on driving behaviour (safety critical events, near misses etc.) and driver state (where relevant)

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The i-Dreams Experiment

- A 600-operator experiment
  - 12 Months
  - 5 countries (BE, EL, DE, UK, PT)
  - 4 Modes (Car, Bus, Truck, Train)
  - 4 stages (Simulator, Pilot field trial, Baseline field trial, Field trial with interventions)

- Personalized in-vehicle interventions and post-trip feedback interventions

- Highly detailed data recording using:
  - OBD II device
  - Smartphones
  - CardioWheel
  - Mobileye
The “Safety Tolerance Zone”

- Raw time-series sensor data and driver background data are transformed into indicators

- Indicators are used for a multi-dimensional assessment of driving context and crash risk prediction

- Appropriate intervention actions (real-time or post-trip) take place to recall driver back into a safe area if needed
Impacts

- A significant step towards a **safer transport system** by taking advantage of increasing automation
- **Enhanced road safety** for a diverse demographic by increasing consideration of human factors within designs and transport operation means
- Improved **selection and training** of operators
- Enhanced **international cooperation** concerning human factors in traffic safety
Future Challenges

- **Expansion of the safety tolerance zone** to other modes and users (PTWs, Cyclists, Pedestrians)

- **Enhancement of data collection approach** with more sensors due to rapid technological advancement

- **Modification of safety tolerance zone** for higher automation vehicles

- **Privacy, security and ethical clearance** of the data utilized for operator monitoring
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