Researchers: Dr. Luke Moffat, Dr. Anders af Wåhlberg
Investigators: Prof. Corinne May-Chahal, Dr. Joe Deville, Dr. Lisa Dorn, Prof. Catherine Easton.

The AV dream

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The AV reality

Cranfield field study on behavioural adaptation using a Tesla postponed because the Autopilot feature of the car malfunctioned.

Stockholm shuttle
Running since 2018
Six passenger seats
No seat for the safety driver
20 km/h max
Brakes hard for unknown reasons
 Stops at every junction for OK from driver
10-15 passengers/day
Service a limited area like a taxi

Have autonomous features of vehicles delivered expected safety gains, or has behavioural adaptation countered the effects?

How is AV reality?

This vision from the fifties has still not come true

Do people trust AVs? Why not?

Tesla crash

Description of map

Trustworthy

Safety & Security

Safety forecasts for automated features; crashes reduced by tens of percent
Roads and road users are safer

Attacks

Security measures can anticipate and/or prevent attacks

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Context

As part of the TAS Security Node, our work at Lancaster examines the User environment of Autonomous Systems (AS) particularly Autonomous Vehicles (AVs).

At Cranfield, we look at how and why the individual trust/use/accept autonomous technology like AVs, if the forecasts of safety of AVs can be trusted, and if behavioural adaptation (contra-productive actions) happens in AVs.

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