

› INFORMATION PRIORITISER

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FUTURE IN-CAR INFORMATION SERVICES

- › Increase in in-car information services requires an information manager to prevent information overload and distraction.

Human factor guidelines for the design of safe in-car traffic information services

Traffic related information services will be presented more by individual means in vehicles ('in-car') and less by collective means on the road side (next or above roads). Due to this trend, more and also different parties will provide traffic information services to the road user via in-car systems and mobile devices.

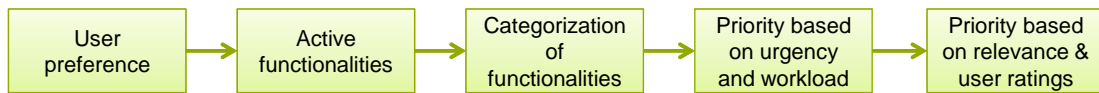
With guidelines for the design of safe in-car traffic information services the Ministry of Infrastructure and Environment and the Dutch programme Connecting Mobility aim to support that in-car traffic service providers take the abilities and capabilities of the driver into account when developing these services. The effect of the services will largely depend on how road users respond to the information, and therefore also on how these systems are designed and how they interact with the driver. The guideline gives practical support to:

- 1) designers to develop safe in-car traffic information services
- 2) authorities that commission the development of traffic information services in specifying the tender and checking project proposals.



INFORMATION PRIORITISER

- › User preference
- › The urgency of the message
 - › Does it relate to a safety issue, the driving task in general or is it not related to the driving task at all?
 - › Does the message involve a behavioural change or is the message just informative?
- › The relevance of the message to the local circumstances (traffic and weather conditions)
- › The quality of the message
- › Driver's workload



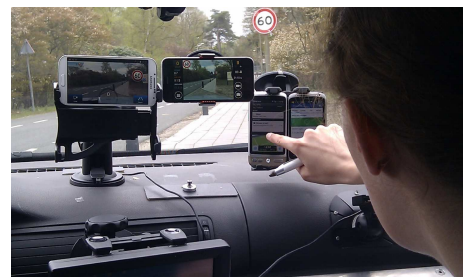
ROAD TRIP A67/A58

- › Flitsmeister
- › iOnRoad
- › Bosch MyDriveAssist
- › Waze
- › Zoof
- › Flow Patrol



ROAD TRIP UTRECHT - SOESTERBERG

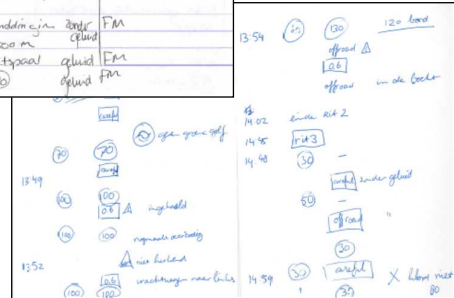
- › Flitsmeister
- › iOnRoad
- › Bosch MyDriveAssist
- › Waze



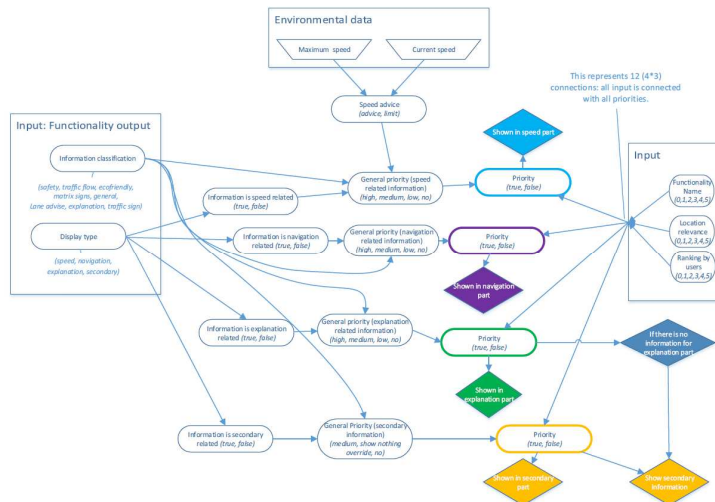
MAIN FINDINGS

- › Many conflicts between navigation messages and other functionalities
- › Distracting sounds for less important messages or even no changes
- › Accuracy and reliability
- › Actively asking for feedback on traffic information turned out to be annoying.
- › Distracting emoticons for irrelevant messages
- › Dynamic speed limits were more accurate

Rit 2		
13:42	Route herberekenen met alleen een bleepje	Waze
	Waze wijzigingen	Waze
Rit 3		
14:45		
14:46	filter soom ander geluid	Waze
14:50	je nader filter bleep	filter
14:51	Niet daar bleep	Waze Waze
14:51	Belangrijke melding in ander geluid	FM
14:52	je nader filter geluid	FM
14:52	2e storing	geluid FM



BACHELOR THESIS PROJECT



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