



LOOKING BACK
AT #SDIA24
>> AND FORWARD
TO #SDIA25

SELF-DRIVING *Vehicle of the Year*

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Traffic Safety Intelligence

The Streetscope Collision Hazard Measure (SHM™) is a continuous calculation of relative hazard in any traffic scenario. Our measure of vehicle safety is:

Objective | Quantifiable | Consistent | Repeatable

We are actively helping our customers in the US, Japan, Europe & the UK improve the safety of vehicle operations.

We help deliver ADAS/AV solutions through our SHM™ suite of metrics powering critical Safety Case assessments, hotspot analyses of on-road data, and dataset curation via annotation/labelling workflows.

We Serve Four Markets



Automotive

- ADAS & AV functional safety testing
- Continuous in-use monitoring
- Competitor benchmarking
- System-level safety measurements

Insurance

- Pre/post-bind risk characterization
- Risk assessment of AVs
- Context-Aware assessments
- For drivers, vehicles & fleets

Fleets

- Objective driver & route scoring
- AV or human-ops fleet evaluations
- Ongoing fleet monitoring
- Route safety evaluations

Infrastructure

- Vision Zero assessments
- AV readiness safety assessments
- Pre/post-ODD route evaluations
- Existing & future route evaluation



GIMME A 2ND AND MANY MORE FIRSTS

Another year of epic firsts for Cars of the Future has been punctuated by several notable seconds, not least the info-packed publication you're now holding.

In the run-up to MOVE 2024, we thought visitors to the AV theatre might like a hard copy compendium of our most-shared online news stories. It proved incredibly popular. They all went on the first morning and we had to print more for Cenex!

If this one goes half as well, and the fact you're still reading is surely a positive sign, then we might become regular printers.

Our biggest recent second was, of course, the 2024 Self-Driving Industry Awards, held once again at the beautiful Turner Contemporary art gallery in Margate. The headline Vehicle of the Year award went to the Ohmio Lift shuttle, and you can read all about it on pages 8-9.

Leaving seconds behind, a momentous personal first arrived on Tuesday 13 August, with an average left turn in a Ford Mondeo. After writing literally hundreds of thousands of words on the subject, I finally got to go in a self-driving car on public roads in the UK (with a safety driver). Thank you Oxa!

Now, let's get serious. After the test ride came an exceptional roundtable discussion on rollout and regulation. It featured independent road safety campaigner, Meera Naran MBE, who's young son, Dev, was killed in a collision with a lorry on a smart motorway.

Meera, having also just experienced on-road self-driving for the first time, explained that Dev was passionate about technology, and cars in particular. "I see value in the potential



of self-driving," she said. "It means that, in 20 years' time, my daughter, who is four, is going to be safer."

That's why connected and automated mobility is so important; that's what Cars of the Future is all about.

Enjoy the mag. Perhaps you'd like our free e-newsletters? Or you're interested in entering the third annual Self-Driving Industry Awards? Find out how at **Carsofthefuture.co.uk**. Happy reading!

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Neil Kennett is an NCTJ-qualified journalist with 25 years' experience in automotive. Before establishing Featurebank in 2007, he worked for Blake Publishing, The National Crime Squad and The Retail Motor Industry Federation. Cars of the Future is a division of Featurebank Ltd (Company No. 5964028).

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NEW SDV APPG

In February, we were delighted to attend the Future of Transport event, featuring parliamentarians and senior representatives from the self-driving, electric vehicle, cycling and road safety industries. Held at Portcullis House in Westminster, it was led by new Self-Driving Vehicles All-Party Parliamentary Group (SDV APPG) chair, Chris Curtis MP.

KNIGHT RIDER, NO?

Stardate March 2025. A joint venture between vehicle fleet management provider Venson Automotive Solutions and Tiffin School has led us to a classroom of intelligent looking 16-17 year-olds primed to discuss self-driving. Key takeaway: The 1980s television series, Knight Rider, is apparently not a good reference point for the children of millennials!



NONAGENARIAN APPROVAL FOR NISSAN EVOLVAD

Nissan recently announced the successful completion of its evolvAD self-driving project, including on-road testing with a safety driver on rural roads in Bedfordshire.

To illustrate the point, it invited 93-year-old grandfather-of-five, Brad Ashton – a retired comedy scriptwriter who prepared material for Groucho Marx and Tommy Cooper – to try its latest autonomous driving technology.

He said: “I was very proud to be the first older person to try this car out.

“It was exciting travelling on these winding country roads with the team.

“I thought I would feel frightened or worried, but I felt safe and relaxed throughout.

“People like me that depend on a car, or that can’t drive, will benefit from this tech to help them stay in touch with friends and family and



keep them from feeling isolated, particularly in rural areas where there are fewer transport options.”

As part of the project, Nissan commissioned OnePoll to conduct a survey of 1,000 people aged over 70.

The key findings were:

A chance to ride in a self-driving car would make 67% feel nervous, 24% intrigued.

64% would like “the tech of the future” to help people stay independent.

INDY AUTONOMOUS CHALLENGE AT GOODWOOD FESTIVAL OF SPEED

Last summer, the Indy Autonomous Challenge (IAC) race team invited Cars of the Future to Goodwood to witness final testing ahead of its self-driving Hillclimb record attempt at the Festival of Speed (FOS). Their target: The impressive 66.96s achieved by the Roborace team back in 2018.

Working closely with Vodafone for on-site connectivity, a new version of the 192mph PoliMOVE car – the reigning autonomous land speed

world record holder – successfully completed a series of increasingly rapid test runs.

Paul Mitchell, IAC President, commented:

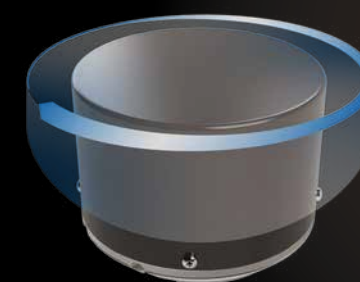
“Unlike the familiar ovals and F1 road courses, Goodwood’s famous Hillclimb will challenge the precision of sensor perception, GPS localisation, vehicle dynamics, and path planning in new ways, providing a historical backdrop to showcase the future of high-speed autonomous mobility.”



The event forms part of Goodwood’s FOS Tech strategy, bringing together all future mobility content, along with science, technology, engineering, and mathematics (STEM) learning programmes for 11-16 year-olds. Come the big day, the IAC team did it, setting a new Hillclimb self-driving record of 66.37s.

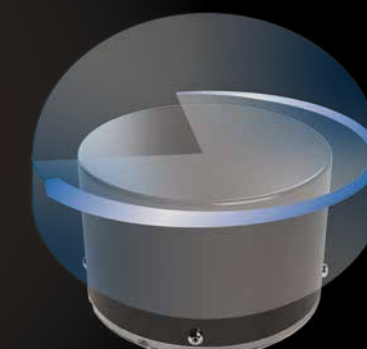
A NEW ERA IN PERCEPTION SENSING

Oxford RF revolutionises mobility with world-first sensing technologies like solid-state 360-degree sensors and 5D/6D automotive sensing, shattering industry norms in cost, performance, reliability, and efficiency.



H360 SERIES

Revolutionising radar sensing technology with the creation of the world’s first solid-state 360° radar sensor.



D200 SENSOR

Shattering all norms, the DX00 Series provides hemispherical sensor coverage, for the first time ever!

FREQUENTLY ASKED QUESTIONS

The BSI webinar “Self-driving vehicles: what’s ahead of us?” set out to answer as many of your frequently asked questions (FAQs) as possible.

First, Marty Zekas, of the government’s Centre for Connected and Autonomous Vehicles (CCAV), gave a detailed update on the Automated Vehicles (AV) Act.

“The Act covers four main areas – safety, liability, misleading marketing, and the licensing of automated passenger services,” he explained. “The UK is also working at UN level to harmonise international standards for self-driving vehicles. These are expected to be finalised by June 2026, and come into force in January 2027, which will align quite closely with our regulatory timeline.”

Then came the main event – a panel session moderated by our very own Neil Kennett and featuring Oliver Howes, of Oxa, Siddhartha Khastgir, of PAVE UK, Brian Wong, of law firm Burges Salmon, and David Wong, of The Society of Motor Manufacturers & Traders.

Early use cases

“At Oxa, we focus on a few different high-level use cases – industrial logistics, passenger transit and asset monitoring,” said Howes. “Then, there’s a whole load of sub-use cases – from HGVs moving goods from hub to hub, and small guided vehicles operating in warehouses, to passenger shuttling for demand-responsive transport, and buggies operating off-highway.”

Remaining challenges

“On the regulatory side, the UK has always performed extremely well – all the work by the Law Commissions, CCAV and the standards bodies,” said Brian Wong. “The AV Act will be underpinned by a lot of secondary legislation, providing much more transparency than in some other countries.”

Trust in self-driving

“The concept of absolute safety is a myth,” said Professor Khastgir. “But you can still use the technology in a very safe manner if you use it within the boundaries of its operational design domain.”

Ownership implications

“There is a place for shared mobility, particularly in densely populated urban centres,” said David Wong. “But the personal passenger car that is manually driven, or perhaps has a manually driven mode, will still be here for many years to come.”

And finally...

BSI’s CAM programme lead, Matteo Novati, wrapped-up a great event, saying: “We’ve published 10 standards that are openly available, developed thanks to the inputs of more than 80 organisations. Our CAM standards roadmap is one of the key tools that can help the industry prepare for deployment - the most up-to-date guidance available internationally.”

“The UK is also working at UN level to harmonise international standards for self-driving vehicles.”

Customer Experience:

TESTING THE FUTURE OF AUTONOMOUS TOURISM



Alex Bainbridge launched Autoura to build digital sightseeing products specifically for self-driving vehicles. An expert in customer experience, he’s a key member of The Self-Driving Industry Awards judging panel.

Alex, tell us about Autoura’s vision for AV tourism?

In conversations about autonomous vehicles, it’s easy to get caught up in robotaxis, last-mile logistics and urban commuting. But what happens when autonomy is personal and you fancy a getaway?

Parts of this future are already here.

Today, if a family wants to visit Stonehenge from London, they might join a coach tour. Those seeking a more personalised experience might book a private tour, typically involving an executive car with a professional driver. Spend a bit more, and that driver may also serve as a guide.

We at Autoura, in collaboration with Bespoke England Tours, are developing a new kind of private tour, where the guiding role is handled by an AI tour guide. It’s a hybrid model, for now, a revenue-focused concept which prepares us for a near-term future when the driver role is removed altogether.

And you’ve got a revenue-generating transitional model ready to go?

Yes. Leisure journeys are different in that people demand interaction, an experience. Our guests ride in a premium vehicle, with our AI tour guide providing the backstory, answering questions and bringing the ancient stones to life.

Our approach is designed as a three-stage progression:

- 1) **Car + driver-guide:** The traditional premium model. Human expertise in the seat beside you.
- 2) **Car + driver + AI tour guide:** Our current product. A real-world blend of autonomy and automation.
- 3) **Autonomous car + AI tour guide:** The natural endpoint for a privately owned AV used for leisure.

This minimum viable product offers everything but the self-driving car itself. Crucially, it prepares the user experience for when that final component arrives.

Stonehenge is not just iconic, it’s the perfect place to test. The drive from London is

about two hours, mostly on motorways. The experience on-site is sequentially structured, making it ideal for AI-guided tourism. There are so many exciting possibilities, and we’re proud to be leading the AV tourism revolution.

Find out more at www.autoura.com



*The Self-Driving Industry Vehicle
of the Year Award goes to...*

OHMIO LIFT

Presented by Cars of the Future, The Self-Driving Industry Awards celebrate excellence in automated mobility. With winners including Waymo, Oxa, TRL and Prof. Phil Koopman, last year saw the Ohmio Lift claim the coveted Vehicle of the Year title, with test rides covered live on the BBC.

Before scooping the prestigious Vehicle of the Year title at The Self-Driving Industry Awards 2024, Ohmio provided public rides in its all-electric Lift shuttle at the Turner Contemporary in Margate.

Speaking on behalf of the judging panel, Neil Kennett, said: “At last year’s inaugural Awards, Mayor Rob Yates challenged us to get a driverless car to Margate. Better than that, we got the Vehicle of the Year winner – although they didn’t know it yet – to give locals their first taste of full self-driving. The feedback was universally positive, and the BBC were there to film it.

#SDIA24 CATEGORY WINNERS

Aftermarket: Pro-Moto

Design: TRL & RIDC

Hardware: Scantinel

Insurance: Association of British Insurers

Legal: Burges Salmon

Research: Lacuna

Sensing Software: Kognic

Foundational Software: Fusion Processing

Testing: Karsan

Trust: Oxa

V2X: FocalPoint

Launchpad (Hardware): Oxford RF

Launchpad (Software): Streetscope

#SDIA24 HEADLINE WINNERS

Person of the Year:

Jessica Uguccioni

Having played a pivotal role in developing a world-leading regulatory framework, her new job at CCAV involves driving the UK’s deployment strategy – talk about walking the walk!

Consumer Champion:

Meera Naran MBE

Lobbying tirelessly for Dev’s Law – the fitting of AEB on all new vehicles – road safety campaigner Meera Naran MBE now also highlights “The potential of self-driving to be safer”.

Industry Legend:

Professor Phil Koopman

In his seminal book “How Safe Is Safe Enough? Measuring and Predicting Autonomous Vehicle Safety”, Koopman urges greater focus on what is acceptably safe for deployment.

Consumer Service:

Waymo

Formerly the Google Self-Driving Car Project, Waymo has completed over 20 million miles of autonomous rides, reportedly with 73% fewer injury-causing crashes than human drivers.



“Here in the UK, visitors to the NEC in Birmingham will soon enjoy rides as part of the government-backed SCALE project. More significantly, it will soon be on-road in Milton Keynes, as part of the StreetCAV project – supported by CCAV, Innovate UK and Zenzic – potentially providing a blueprint for nationwide deployment.



“Rather than an augmented version of an existing car or bus, the Ohmio Lift was designed to be self-driving from the beginning. With no driver’s seat or steering wheel, it can carry up to 20 passengers, with disabled access prioritised via an automatic ramp and dedicated wheelchair bay.”



CARS OF THE FUTURE
SELF-DRIVING
INDUSTRY
AWARDS 24

Enter or Sponsor?

The third annual Self-Driving Industry Awards will be held in the UK in November. Entries open in July and we’d be delighted to discuss sponsorship opportunities. Email: melody@carsofthefuture.co.uk



CAM INNOVATORS 2025

The converging trajectories of
road safety and net zero.

The annual Zenzic Connected and Automated Mobility (CAM) Innovators' Day at The Institution of Engineering and Technology in London is always a great occasion, an opportunity to take the temperature of UK self-driving.

If 2024 was all about the business opportunity, this was the year of economic reality – of major trials coming to fruition, increasing confidence in the tech, notable successes abroad, and a readiness (an imperative, even) to accelerate rollout here in the UK.

While there were plenty of new faces on-stage and in the audience, our host was the familiar figure of industry legend Professor Paul Newman CBE, co-founder of Oxa.

Reflecting briefly on the last 12 months – DeepSeek, tumbling sensor costs, a new UK government and 'new world order' – he introduced Professor Sarah Sharples,

Chief Scientific Adviser at the Department for Transport.

Pressed by Newman on which body will regulate UK self-driving – the Vehicle Certification Agency (VCA) or the Driver and Vehicle Standards Agency (DVSA) – there was no concrete answer, but perhaps a clue in that "We need a revolution in the MOT". The DVSA then?



Surviving to thriving

Next up was Mark Cracknell, Program Director at Zenzic, who nutshelled the key challenge of moving from surviving to thriving. "Where will Waymo and Baidu look to deploy next?" he asked, and "What does this mean for our home players?" Pertinent questions indeed.

Before the morning break, Ian Constance, CEO of the Advanced Propulsion Centre (APC) and Zenzic, set the scene for a panel discussion on CAM and net zero.

"The more you can make AV services commercially viable, the more you can get people out of their cars and into buses, which is great for net zero," said Jim Hutchinson of Self-Driving Industry Award-winner, Fusion Processing.

"How and when to scale is a judgement call. The questions used to be about the technology, but that barrier is coming down because people can see it working. The safety and security can be demonstrated, and there's growing evidence of a commercial return."

Continuous funding

The closing spot went to UK self-driving stalwart, Michael Talbot, Deputy Head of CCAV, who emphasised that CAM is an important part of the government's flagship growth strategy.

"As we celebrate our 10th birthday, CCAV has funded 130 projects," he said. "Effective collaboration is a UK strength and, looking ahead, we want to stop the stop-start with more continuous funding."

First-mover advantage

Probably the session of the day, on first-mover advantage, was moderated by Tom Burgess-Langhelt of PA, and featured Mike Dawson of Project Harlander, Claire Spooner of Innovate UK, Liz St Louis of The Sunderland Advanced Mobility Shuttle (SAMS) project, Dr Andy Harris of Wrightbus, and Kyle Thomas of Saif Autonomy.

Dawson detailed impressive progress at one of the UK's leading trials – the last mile passenger service on private roads at Belfast Harbour.



St Louis reported that SAMS is now running 95%+ autonomously, providing a new shuttle service to Sunderland Royal Hospital. Using an Oxa modified Ford E-Transit operated by Stagecoach, she said the team "have been blown away by how good the technology is".

Dr Harris outlined an important practical issue specific to buses. If someone steps out in front of a car with automatic emergency braking (AEB), the driver with a seatbelt on should be fine. The same scenario in a bus with standing passengers could have a very different outcome. Should seating and seatbelts therefore be compulsory?

AV Integration:

HOW ARIBO MAKES AUTONOMY REAL

Corey Clothier is Co-Founder of ARIBO and Global Automated Mobility Lead at Arcadis. Providing vital insights into the US market, he's a key member of The Self-Driving Industry Awards judging panel.



Corey, what is ARIBO and how did it get started?

ARIBO is a small but mighty team helping airports, cities, and campuses of all kinds deploy autonomous vehicles. We launched the company to close the gap between flashy AV demos and the grounded reality of safe, scalable deployments.

I've spent 16+ years bringing brilliant teams together to make autonomous innovation real. We've supported over 70 AV projects globally — from airlines and airfields to smart cities and defence sites. ARIBO is also a family firm. Our COO, Katie Clothier, has led AV programs for more than 11 years.

You call yourselves AV integrators. What does that really mean?

We're the bridge. AVs don't deploy themselves. They need integration with

infrastructure, operational protocols, safety frameworks, and the right people and systems. Sometimes they even need new digital or physical infrastructure. We build the ecosystem that makes autonomy operational. It's a team sport, and we're proud to be the glue.

What does this work look like in practice?

One major project involves supporting a Federal Aviation Administration (FAA) funded demo that integrates: 1) Autonomous bots for security; 2) Foreign Object Damage (FOD) removal; and 3) Grass maintenance at a mid-sized US airport.

All three come together under a single command-and-control system, aligned with the core safety management system. We're also leading the AV strategy for a large US airport, helping leadership define use cases and developing a phased roadmap.



ARIBO partner: Adastec



ARIBO partner: Mozee

Those are two big ones, but an important ingredient in ARIBO's success is the diversity of our partners. From amusement park logistics and forestry trucking to automated transit networks, the learning flows both ways. We are constantly applying and sharing best practices to build a larger, safer and smarter AV ecosystem for everyone.

What advice would you give to organisations just starting out in automation?

Start small, but start smart. Our AV101 program gives leaders a structured, hands-on way to understand the tech, assess readiness, and map a realistic path forward. For more developed projects, AV Pathfinder delivers deeper feasibility and Return on Investment (ROI) analysis. Both help leaders take action with confidence.

What excites you most about where this industry is headed?

Autonomy is no longer sci-fi – it's happening now in airports, logistics, transit, and beyond.

If done right, it solves workforce gaps, improves safety, and modernises critical systems. But it only works when developers, operators, planners, and safety experts come together. We love being the ones who help make that happen.

We've built a trusted team that's high-impact, mission-driven, and agile – a tight crew of engineers, safety

pros, and program leads. With decades of experience, we help our clients turn autonomy from theory into reality.

“Autonomy is no longer sci-fi – it's happening now in airports, logistics, transit, and beyond.”

Find out more at
www.ariboav.com





BEN, YOUR AUTOMOTIVE INDUSTRY CHARITY

With many new recruits to UK self-driving coming from non-automotive backgrounds, we need to spread the word about Ben – The Motor and Allied Trades Benevolent Fund.

In automotive, we look after our own. You are the lifeblood of the industry, the people who keep it running, day after day, year after year. Ben was set up to support you in times of hardship. It's been about since 1905, when automotive usually meant a push bike and some pedal power!

Over the last 120 years, Ben has been by the industry's side – growing, adapting and transforming alongside it. Ben delivers support for people who work, or have worked, in the automotive industry, and their family dependants. No matter what stage of life you're at, Ben's got your back, from apprenticeship to pension age and everything in between.

Other organisations offer specialised support in specific areas, for example, mental health, cancer or debt, but life's challenges are rarely that clear-cut – every problem has an impact on other areas of life. Ben tries to identify the root causes, the underlying issues affecting your quality of life, health and wellbeing.



When you're struggling, it can be overwhelming to navigate all the resources out there to get the support you need. Whatever issues you're dealing with, make Ben your first point of contact. Whether you work on the shop floor or the top floor, in a factory or a garage office, showroom or on the road, if you're one of the 800,000+ people working in automotive in the UK, then Ben is here for you and your family.

Ben is THE charity dedicated to supporting workers in the automotive industry and supports people with a wide range of issues, from mental and physical health, through to financial advice and support.

Ben's support team will work with you to understand your situation and put a plan in place to help. Ben's helpline advisors provide practical support and advice, and can arrange for free therapy, counselling, life coaching and financial assistance designed to give you the confidence to make lasting, positive change.

Whether you need support to get through a crisis, or some tips to help you improve your health and wellbeing, Ben is here to empower you to live your best life.

Our support is free and confidential.
Find out more at www.ben.org.uk

Call: 08081 311 333

Email: supportservices@ben.org.uk

Chat online: www.ben.org.uk

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Hands up for free UK-centric self-driving news

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LEGAL RESEARCH SOFTWARE TESTING TRUST
V2X VEHICLE OF THE YEAR INDUSTRY LEGEND

Peer recognition!

All entrants nominate deserving people and products for top honours incl. Vehicle of the Year and Industry Legend.



"A big thank you to the organisers for their commitment to fostering quality debate on self-driving developments year-round."

Jessica Uguccioni MBE, CCAV

2024 'Person of the Year' Winner

 CARS OF THE FUTURE
**SELF-DRIVING
INDUSTRY
AWARDS** 

Celebrating excellence in automated mobility, in the UK and internationally

#SDIA25