



Department
for Transport

Lord Naseby
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Lord Davies of Gower
Minister for Maritime, International and Security

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Dear Lord Naseby,

Automated Vehicles Bill 2nd Reading – Follow Up Letter

Following the recent 2nd Reading debate on the Automated Vehicles Bill held on 28 November, I am writing to provide further clarity and detail on the points you raised in the debate and address questions where through time constraints and volume of issues, I could not respond directly in my closing speech.

Funding for the Centre of Connected and Autonomous Vehicles (CCAV)

You asked a question on what Government funding has been allocated to self-driving vehicles.

The Centre for Connected and Autonomous Vehicles was created in 2015. Through it, government has invested £370 million which has been matched by around £230 million of contributions from industry, local government, universities and others.

This £600m partnership has supported over 100 R&D projects and secured the UK's leadership in this sector – at comparatively low cost.

This partnership has created a number of world and European firsts including:

1. CAV Forth, the world's most advanced automated bus trial, which has carried thousands of passengers along a 14-mile route across one of the Forth road bridges.
2. MultiCAV, the UK's first electric, automated bus service, operating in Milton Park in Didcot, Oxfordshire.
3. World-leading projects to explore how CAM can improve mobility for an ageing population (in Bristol) and visually impaired people (in

Birmingham), including the world's first 4D tactile display in an automated vehicle.

4. The creation of CAM Testbed UK, a globally unique and comprehensive testing ecosystem of six coordinated testing facilities generating strong international interest and order books, including:
 - a. Midlands Future Mobility (Coventry/Birmingham) is the world's largest public testing facility (over 300 miles of instrumented roads) and includes Safety Pool the world's largest public scenario database for CAV safety simulations.
 - b. Smart Mobility Living Lab (Greenwich/Stratford) is Europe's only large-scale, public testing, megacity environment, with the world's largest urban "digital twin" (15 miles)
 - c. UTAC/Millbrook-Culham is the world's first 5G open testbed for transport;
 - d. Assured CAV (Horiba Mira) is the world's first facility dedicated to safety testing CAV technologies to, and beyond, their handling limits and the world's first complete parking solutions testing in a secure city road environment.

Operational design domains and the costs of updating digital information

You also raised questions around operational design domains and the costs of updating digital information.

Authorisation of self-driving features will be considered in the context of the operational design domain in which vehicles are intended to drive themselves. The operational design domain could relate to aspects such as geographical location, time of day, or weather conditions. It is intended that the would-be authorised self-driving entity (ASDE) will be required to show how features are only able to engage within their appropriate context, i.e. that they are "safe by design".

Authorisation conditions may be applied that relate specifically to the operational context. Authorisation requirements may also require collection and sharing of information, this could include information showing how authorisation conditions limited self-driving to particular contexts are being met.

In terms of the development of the digital service for traffic regulation orders (TROs), local authorities currently have this data but it is in different formats and stored in different locations. Most authorities currently use a software system for making TROs and the design for the service envisages those companies sending data in a common format to one publication platform.

Those that do not have a system will need to buy one but they are low cost and will bring administrative savings for the authority.

Updates to Highway Code and Driving Tests

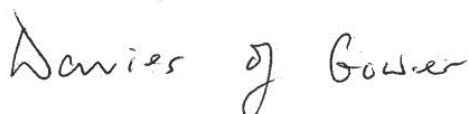
You asked a question on whether the Highway Code or Driving Test will require updates during self-driving vehicle rollout.

Changes were made to the Highway Code in 2022 to add a section on self-driving vehicles and provide drivers with an explanation of their responsibilities with regard to these vehicles. Further changes will be considered as necessary.

As part of the government's existing safety assurance programme for self-driving vehicles, the Driver and Vehicle Standards Agency (DVSA) are looking at what further adaptations may be needed to driver training, education and to the driving test to reflect the introduction of self-driving vehicles.

Once again, I thank you for your interest on these issues and for their participation in the debate. Please do not hesitate to get in touch with my office to request further information.

I will place a copy of this letter in the Library of the House.

A handwritten signature in cursive script that reads "Davies of Gower".

LORD DAVIES OF GOWER