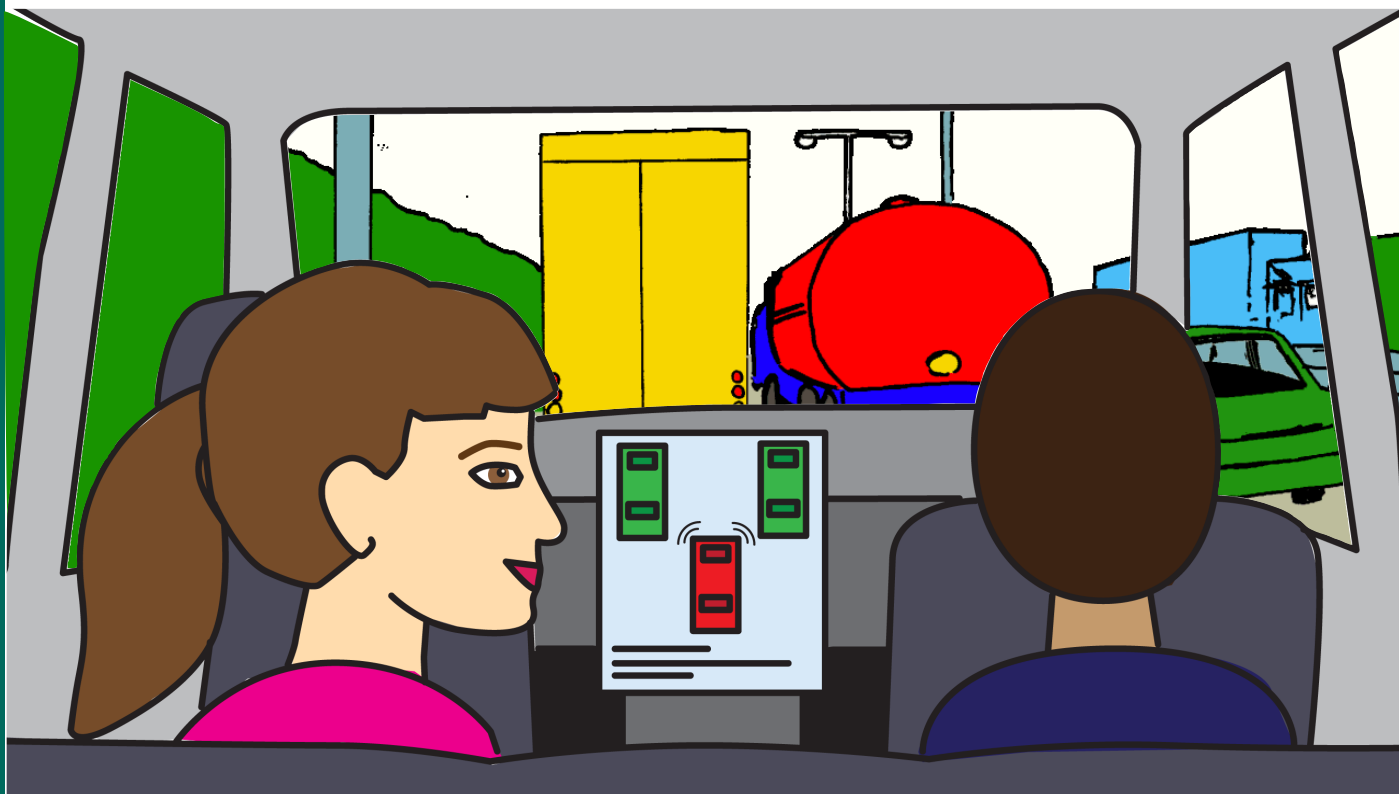




**Law
Commission**
Reforming the law



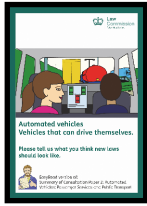
Automated vehicles

Vehicles that can drive themselves.

**Please tell us what you think new laws
should look like.**



EasyRead version of:
Summary of Consultation Paper 2: Automated
Vehicles: Passenger Services and Public Transport



1. Introduction

1



**Law
Commission**
Reforming the law

About the Law Commissions

1



About this booklet

2



What we are looking at

4



1. User-in-charge vehicles

5

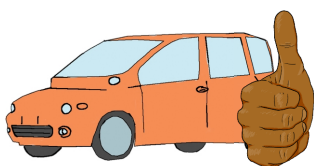


2. Using passenger-only vehicles

5

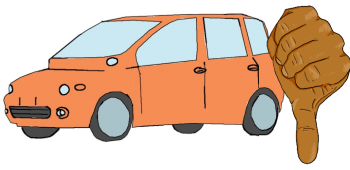


Automation and plans for better transport 9



How passenger-only vehicles could help make things better

11



How passenger-only vehicles
might make things worse

13



What we want to know

16



How to tell us what you think

18



Work we did before and what
happens next

20



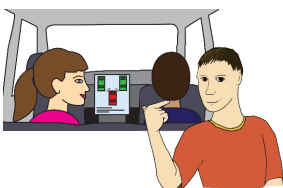
2. The law and passenger-only vehicles

22



1. Licensing

22



2. Privately-owned vehicles

24

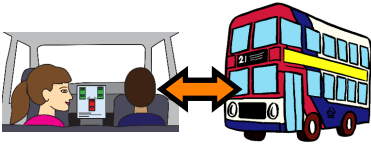


3. Accessibility

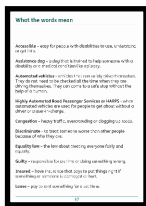
25



4. Managing traffic and empty vehicles 31



5. Linking with other public transport 34



Some words are in **bold**. 37

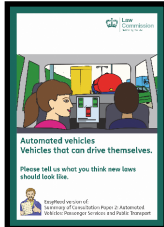
There is a list of what they mean at the end of this booklet.

1. Introduction

About the Law Commissions



Law
Commission
Reforming the law



The Law Commission of England and Wales and the Scottish Law Commission wrote this booklet.

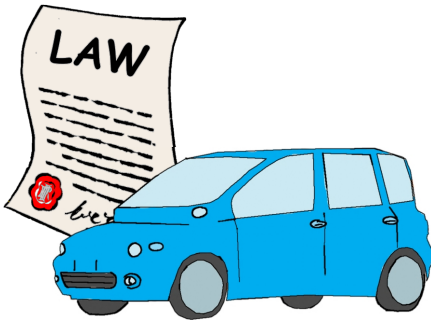


Law Commissions are **independent** (not part of the government).



We look at laws and suggest changes to make them better and fairer.

About this booklet



This booklet is asking people about new laws for **automated vehicles**.



Automated vehicles are vehicles that can safely drive themselves.



They do not need to be checked all the time when they are driving themselves. They can come to a safe stop without the help of a human.

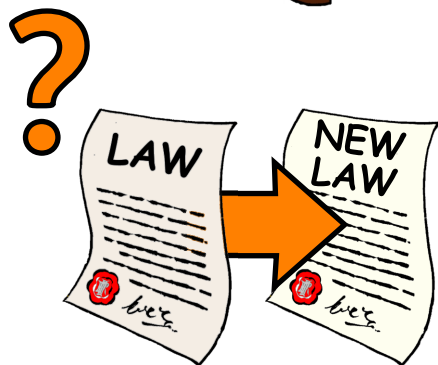


This is an EasyRead version.

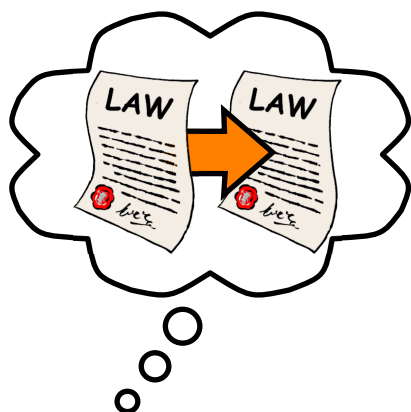
It says:



- what we are looking at



- why new laws might be needed



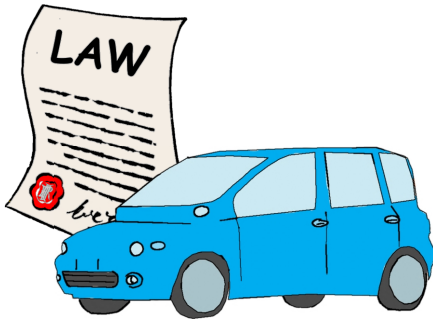
- our ideas to change the law



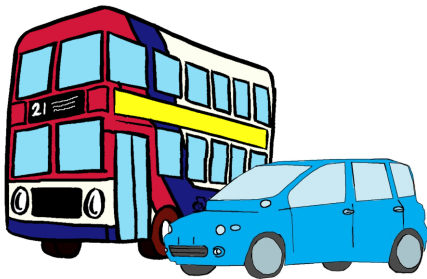
The longer paper is on our website:
<https://www.lawcom.gov.uk/project/automated-vehicles/>

It is not in EasyRead.

What we are looking at



The Law Commissions of England and Wales and Scotland are looking at the laws needed for **automated vehicles**.



We need to make sure **automated vehicles** are safe and work well alongside public transport.

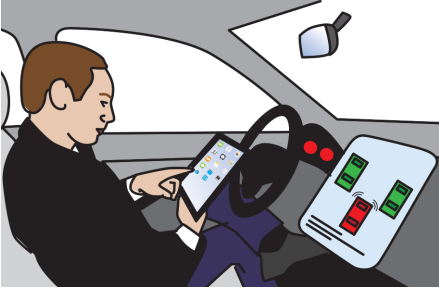


New **technology** for vehicles driving themselves could change in many different ways.



It is hard to know exactly what will happen.

We looked at 2 main examples of how **automated vehicles** could happen:



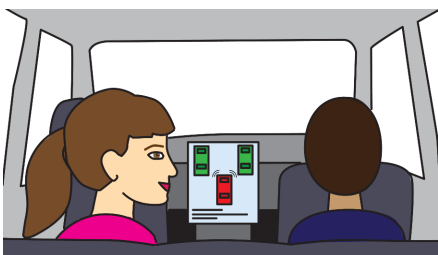
1. Users-in-charge vehicles

These are **automated vehicles** that need to have someone in them who is **qualified** and able to drive.



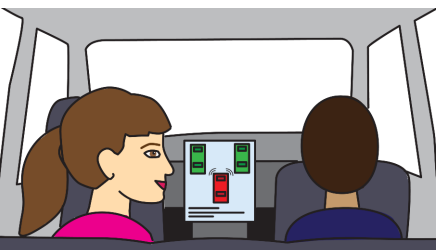
They will take over if needed.

We call this person **user-in-charge**.

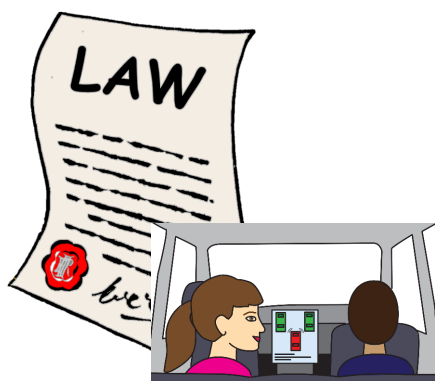


2. Passenger-only vehicles

These are **automated vehicles** that can travel without a driver or **user-in-charge** in them.

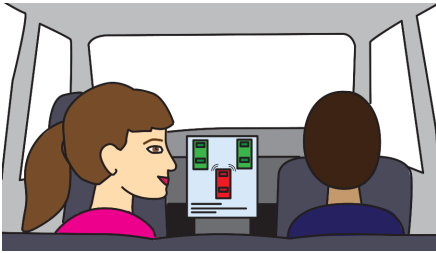


They could go along empty or only carry passengers who do not need to drive.



This booklet is about our ideas for the law and **passenger-only vehicles** and asks what you think.

Using passenger-only vehicles

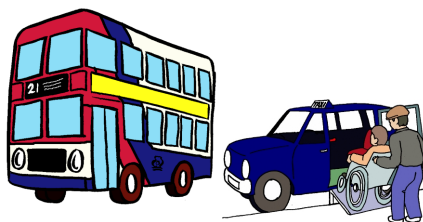


Passenger-only vehicles that drive themselves could work in 2 ways:

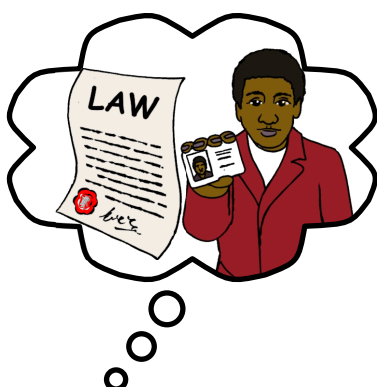


1. Highly Automated road passenger services or HARPS

These could look like taxis, minicabs or buses that use computers to drive them.

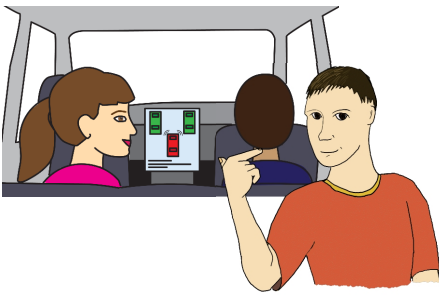


But they could be very different from the passenger transport we use now.



We are thinking about new laws and a new kind of **licence** for people who run this type of service.

We call these **HARPS**.

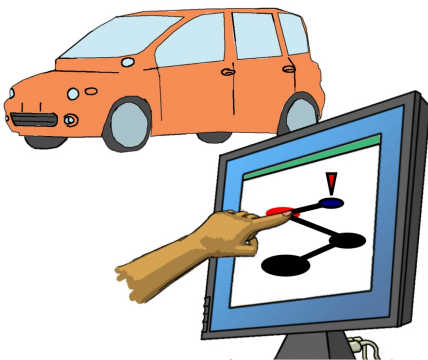


2. Privately-owned vehicles

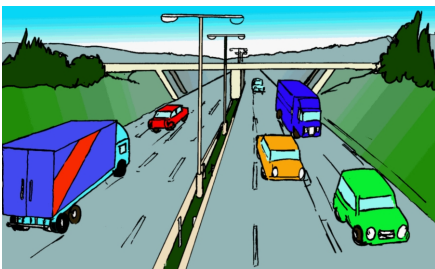
People might have their own **passenger-only** vehicle that does not need a **qualified** driver or **user-in-charge**.



We ask who should make sure these vehicles are **insured** and safe to use.



A **passenger-only** vehicle might sometimes need a human **supervisor** to tell it what to do. They would not be in the vehicle but could see what is happening on a screen somewhere else.



For example, if a **passenger-only** vehicle gets stuck behind a broken-down lorry the **supervisor** could decide whether to wait or drive round it.



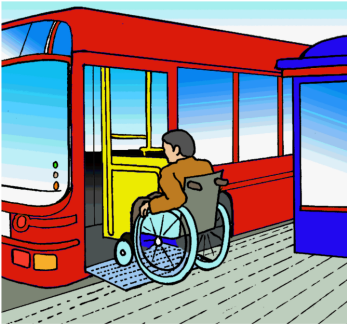
We thought about how the law can make sure this happens safely.

Automation and plans for better transport



The government has plans to make transport:

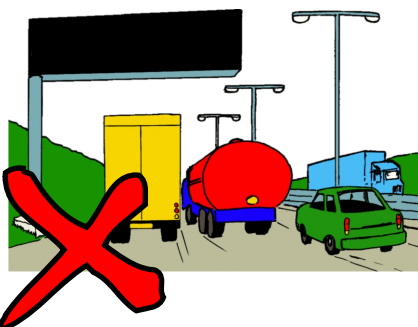
- safer



- more **accessible**



- use **renewable** energy



- get rid of traffic jams and **congestion**



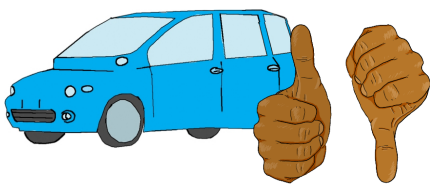
- support more people to walk and cycle



- stop polluting the air



- help everyone get out and do things they want to do.

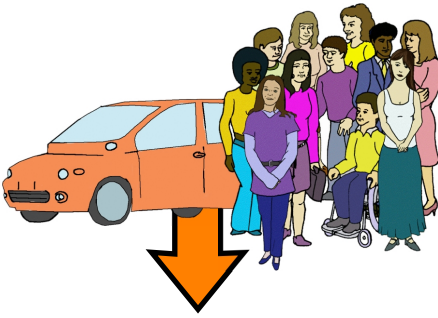


Automated vehicles might help with some things. But they could make other things worse.

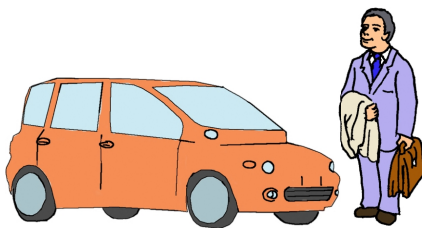


We need laws to help change transport for the better but protect people from the risks.

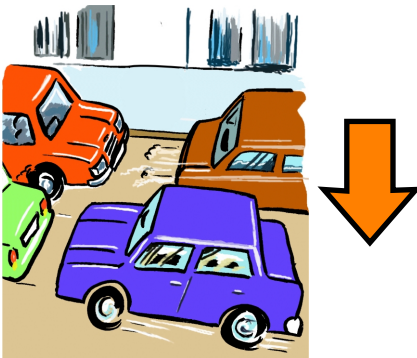
How passenger-only vehicles could help make things better



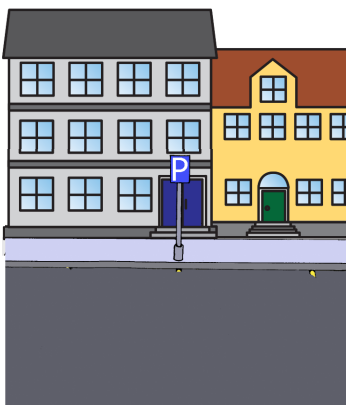
- Fewer people would need to own their own cars if there were better ways to travel.



- An empty **automated vehicle** could come to you when and where you need it.



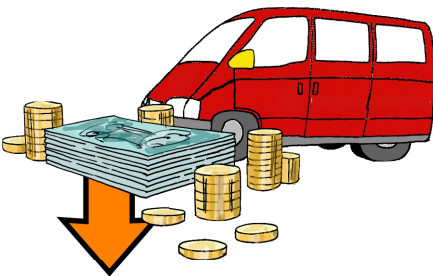
- If people shared **automated vehicles** for short journeys there would be less traffic on the roads.



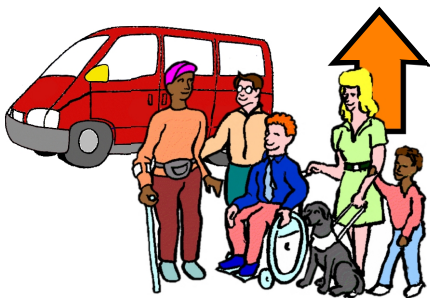
- Many cars are parked for most of the time. If people used passenger-only vehicles instead that would free up parking space.



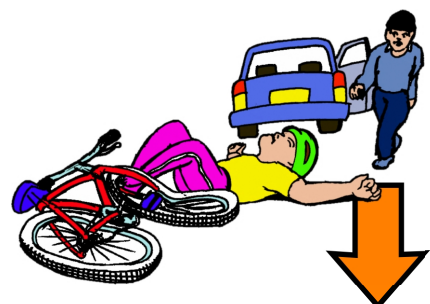
- That space could be used for different things like cycling lanes and green spaces.



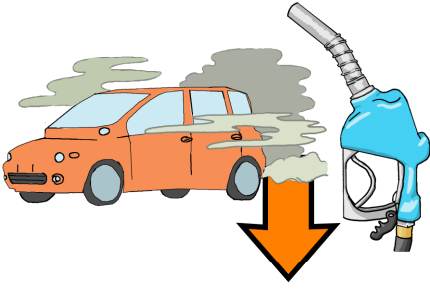
- About half the cost of a bus fare pays for the driver. Smaller automated buses could be cheaper and run more often.



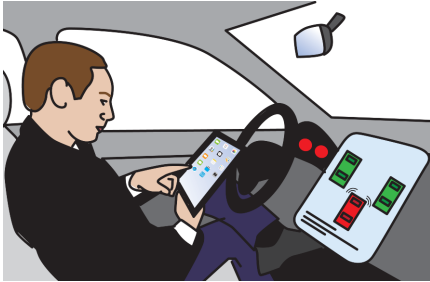
- Cheaper services might mean people with disabilities could travel more.



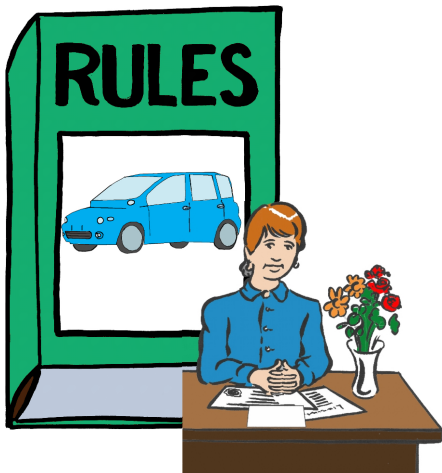
- Computers do not drink, take drugs or fall asleep when they are driving. There could be fewer accidents on the roads.



- **Automated vehicles** could use less fuel and not give off bad fumes.



- People could have more time to work while they travel if they do not have to drive.

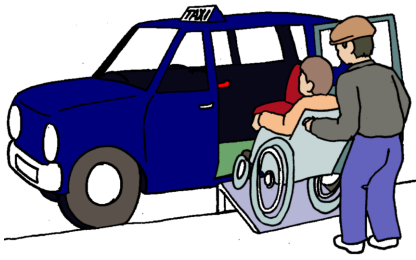


How passenger-only vehicles might make things worse

- Computers could drive more safely than humans but accidents could still happen. We should have rules about who can run automated transport services.



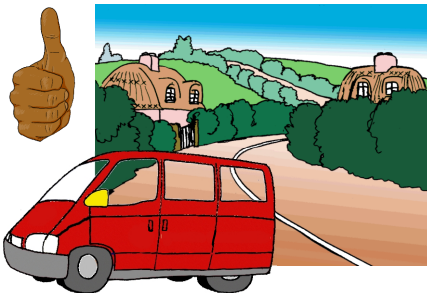
- Vehicles might suddenly stop working if the weather changes or there is something in their way. People who run automated transport services should sort this out quickly.



- Many older people or people with disabilities need the driver to help them get in or out of vehicles.



- If there are lots of **automated vehicles** and the same number of other vehicles we will have worse traffic jams. We need rules to manage this and to stop empty **automated vehicles** just driving around.



- Automated public transport could be really good for country areas. But narrow, bumpy or uneven roads could be difficult.



- **Automated vehicles** need to keep in touch with the **supervisor**. We might need better mobile phone signals in country areas.



- People who drive buses and taxis at the moment might lose their jobs if more people use automated transport.



- Different types of jobs might be made. We will ask government to think about retraining and making the changes fair.

What we want to know



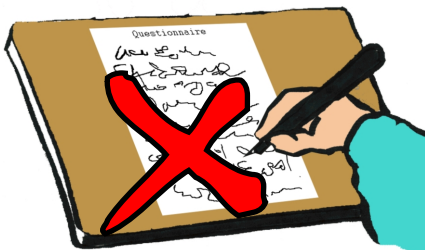
We want to know what people think about our ideas for new laws about **automated vehicles** that only carry passengers.



We would like to hear from as many different people as possible.



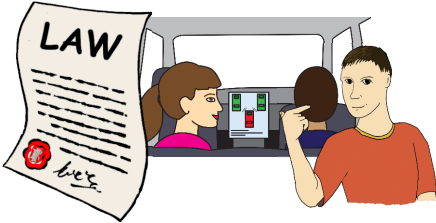
Please tell us what you think, even if you do not agree with our ideas.



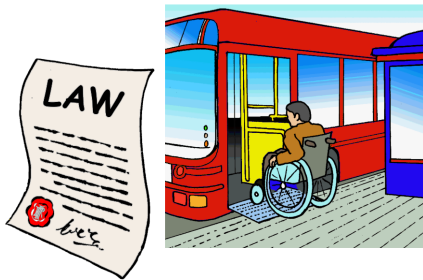
The questions below link to the sections in this booklet. You do not have to answer them all.



1. Should there be a new licensing system for businesses which operate passenger-only vehicles?



2. How should laws apply to privately owned passenger-only vehicles?



3. How can laws help make sure services using passenger-only vehicles are **accessible** to older people and people with disabilities?



4. How can laws help to manage traffic and stop too many passenger-only vehicles travelling empty?

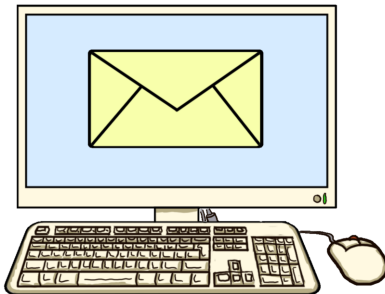


5. How can laws help link up passenger-only vehicles with public transport?

How to tell us what you think

January 2020						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Please tell us what you think before
16 January 2020.

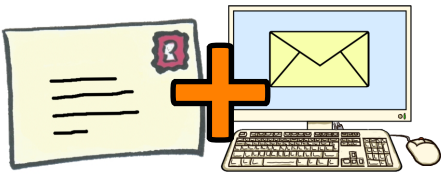


You can send your answers:

By email to
automatedvehicles@lawcommission.gov.uk



By post to:
**Automated Vehicles Team
Law Commission
1st Floor, Tower,
52 Queen Anne's Gate
London
SW1H 9AG.**

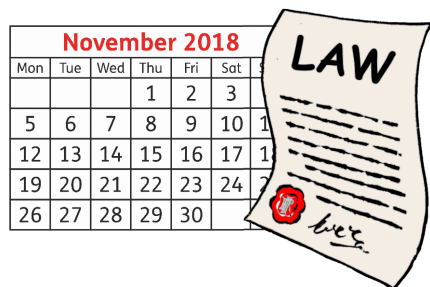


If you send your answers by post it really helps if you can email them to us as well.



Please think about how you answer the questions. Do not give us information that means other people will know who you are or who you are talking about.

Work we did before and what happens next



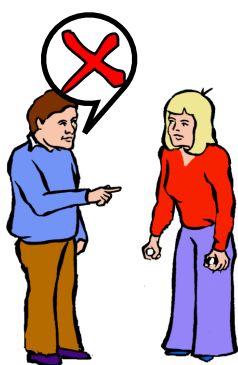
In November 2018 we asked how can the law:



- make **automated vehicles** safe?



- pay or make things right for victims if there is an accident?



- decide who is **guilty** if something goes wrong?



In June 2019 we published what people told us about these questions.

Now we are asking about the law and passenger-only vehicles. This is when **automated vehicles** are used as:



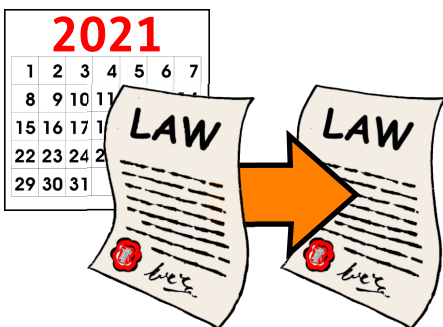
- public transport



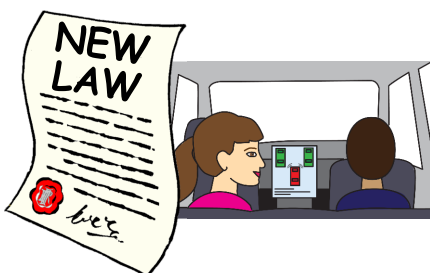
- privately-owned vehicles.



We will use your answers to help us write our next paper that will ask people about safety, who is responsible and **passenger-only** vehicles together.



In 2021 we will tell the government how we think laws need to change. It will then be up to government to decide whether to change the law.



The next part of this booklet is about our ideas for new laws for **automated vehicles** that carry only passengers.

The law and passenger-only vehicles

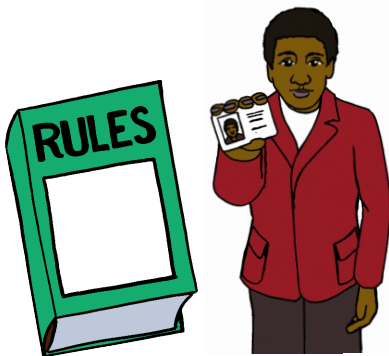


These are some of our ideas and questions about how new laws could apply to **passenger-only** vehicles.

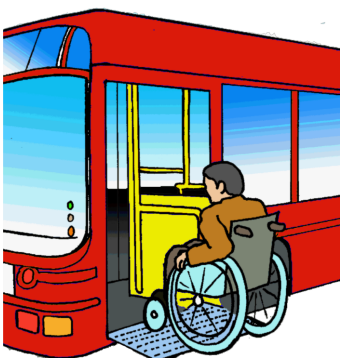


1. Licensing

HARPS must be safe.



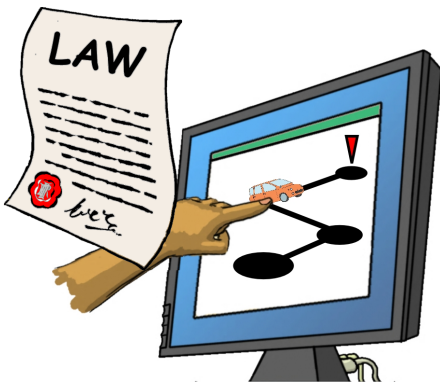
We think we need a new kind of **licence** for people who run these services. The law would say what rules they have to meet.



This could include making sure services are **accessible** for people with disabilities. There might also be rules about how services deal with complaints from passengers.

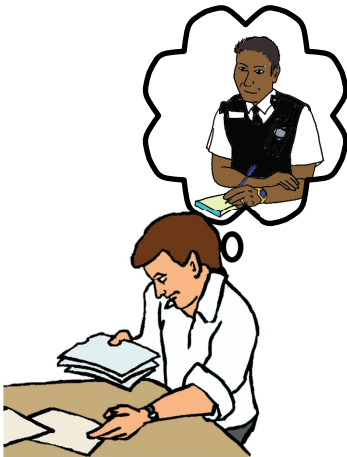


We think the law should say whose job it is to make sure vehicles are **insured**, repaired and safe to use.

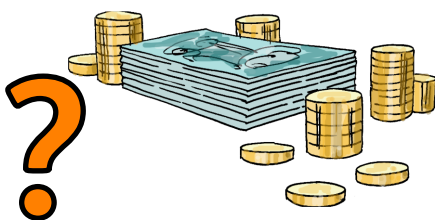


Things to think about:

Should the law say that operators of **passenger-only** services must know where their vehicles are and deal with any problems?

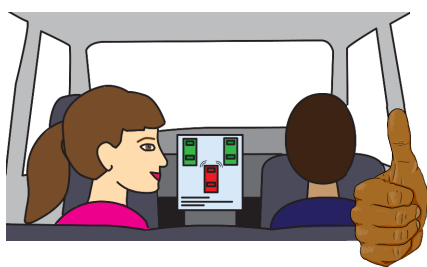


Should operators of **passenger-only** services do all they can to keep passengers safe? This could include checking whether staff have a criminal record or how passengers behave in shared vehicles.



Different services could decide their own prices for journeys. Should the law say services must make sure passengers can see these before they book?

2. Privately-owned passenger-only vehicles



Many people like the idea of a car that drives itself. This could really help some people with disabilities.



At the moment drivers have to **insure** their cars and make sure they are safe to drive.



We think the person who owns a **passenger-only** vehicle should make sure it is **insured**, safe to use, report accidents and deal with any other problems.



Owners will need to keep the **technology** up to date. The law could say they must get this help from someone who is licensed to do it.

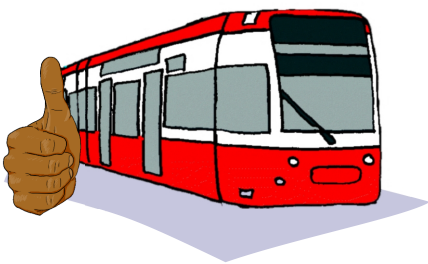


Because these vehicles are new it is difficult to say how much they will cost to repair and keep up to date. It might be cheaper to rent an automated vehicle than to buy one. Customers should have all the information they need to decide about this.



3. Accessibility

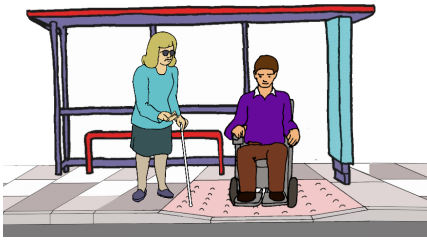
It is important that the needs of older people and disabled people are thought about from the start.



This is cheaper and easier than trying to change things after **HARPS** are already on the roads.



The law says services must not **discriminate** against people with disabilities. This includes saying they cannot use transport or charging them more than other people.



Stopping places or other parts of the transport system should be **accessible**. This could include having staff to help with some parts of the journey.



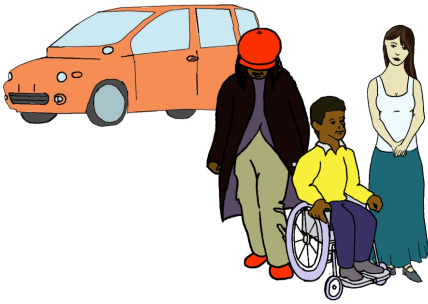
At the moment there is a list of transport covered by equality law. This would need to be changed to include **HARPS**.



Older and disabled people have many different needs.



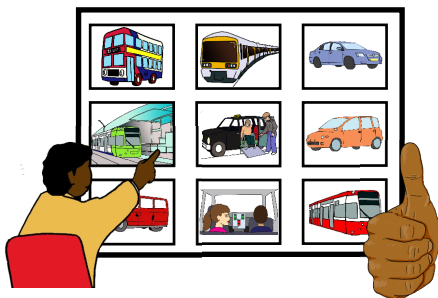
Some people use wheelchairs others have a learning disability or mental health problem, for example.



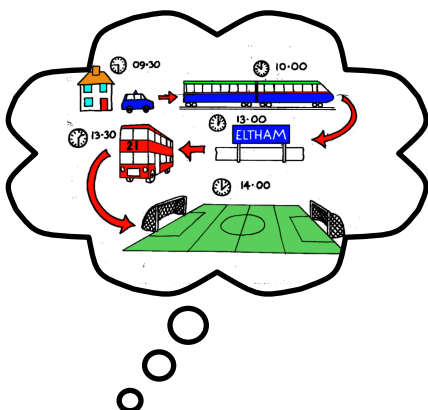
Different types of services and vehicles might be better for people with different needs.



Services may also be very different from each other: some might be 'turn up and go' (like buses) others might be pre-book only (like minicabs).



It is good to have lots of choices.

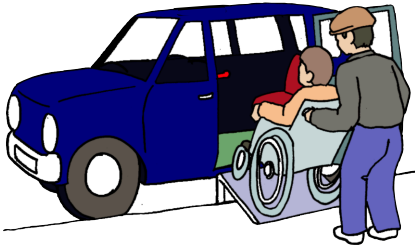


To help measure how **accessible** it is we have thought about the whole journey from before it starts, during the journey and things that are important all the time.



We think this could include:

- information about services and how to book



- getting in and out of the vehicle safely



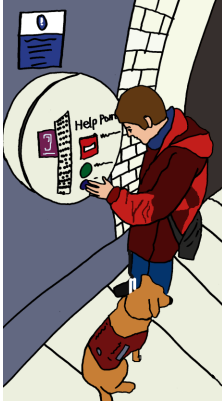
- being safe and comfortable during the journey



- spaces for wheelchairs and priority seats for people with disabilities



- reliable services and support if things go wrong



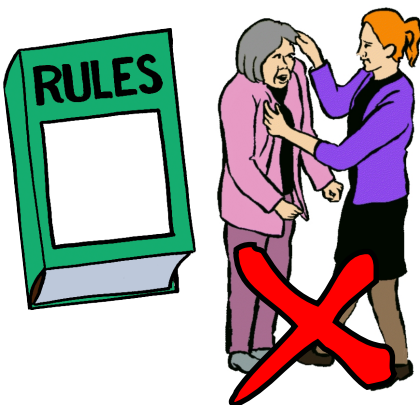
- ways to contact transport staff in an emergency



- training for all staff to understand disability



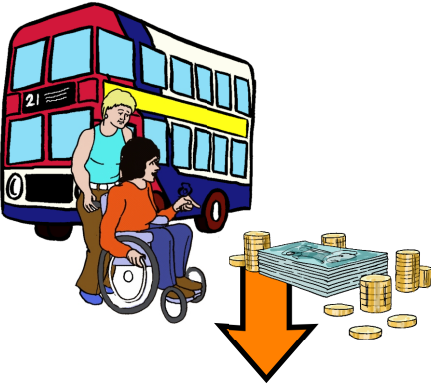
- training for people with disabilities about using **HARPS**



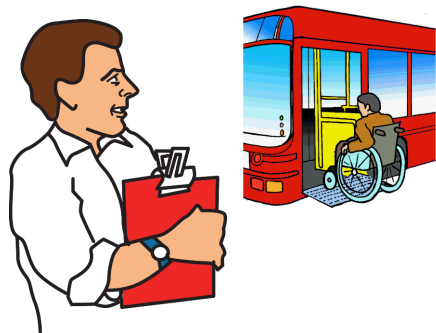
- rules to stop people with disabilities being bullied or picked on when they use **HARPS**



- the right to travel with an **assistance dog**



- cheap or free travel for carers with someone with a disability.



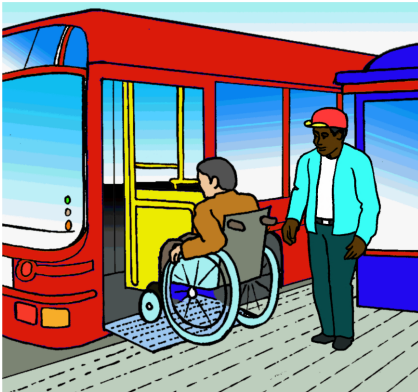
It is important services are checked and made to be **accessible**.



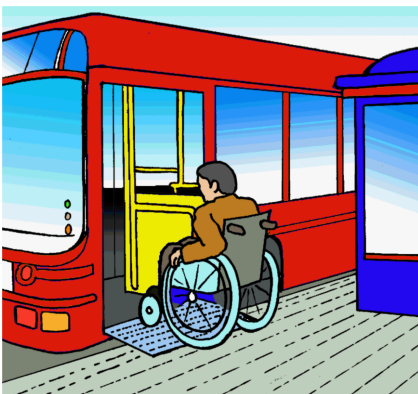
We think that if a **HARPS** breaks the law on accessibility, it should be possible to stop their **licence** for some time or take it away.



We think **HARPS** users should have easy ways to complain. Operators and regulators should act on these complaints to make things better.

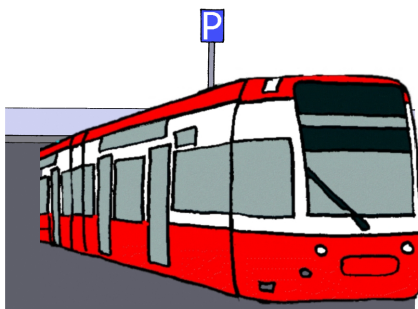


We want **HARPS** to give disabled and older people the same access to transport as everyone else.

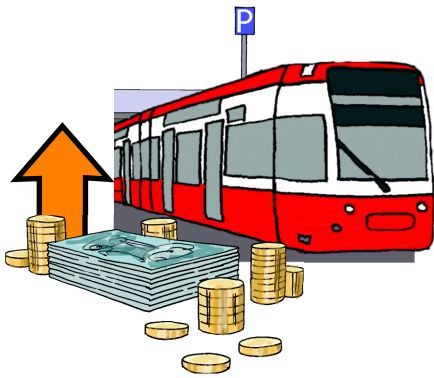


4. Managing traffic and empty vehicles

HARPS will need to stop at the kerb to let passengers on and off.

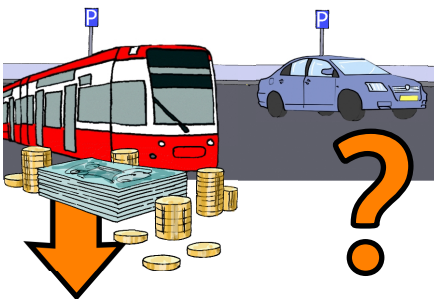


They might also need to park between journeys.



Things to think about:

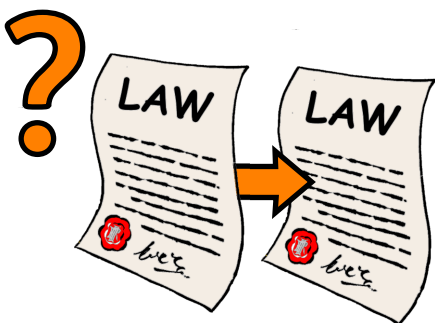
If parking costs too much they might drive around empty waiting for their next journey.



Should **HARPS** vehicles pay less to park than other vehicles?



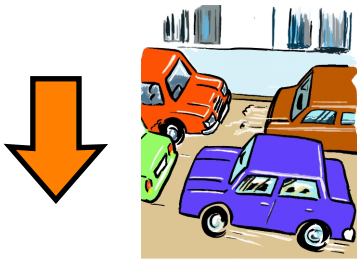
Or could this cause arguments if local residents think they should pay less?



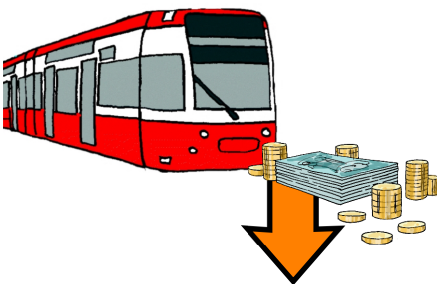
Should the law change in this area?



Some people think that all vehicles should pay to use roads in cities. But many people do not want this.



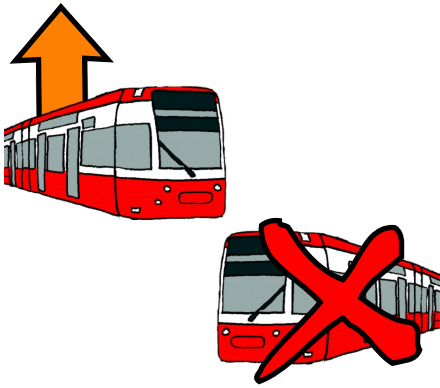
We think there could be a road pricing scheme for **HARPS** to help have less traffic in town centres.



If **passenger-only** vehicles had to pay a small amount for every mile they travel they are less likely to drive around empty.



They could also be charged different amounts depending on when they drive, or how many people they carry. They may also be more likely to be shared.



Is using road-pricing from the beginning better than waiting until we have lots of **HARPS** vehicles on the roads and then saying there are too many and that no more should be allowed?



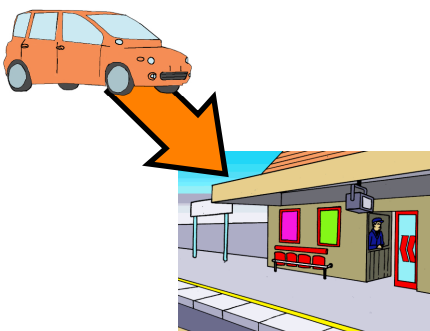
We think that could be unfair to people who want to set up new services.

5. Linking with other public transport

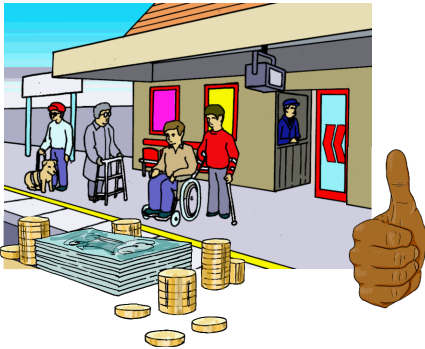


Things to think about:

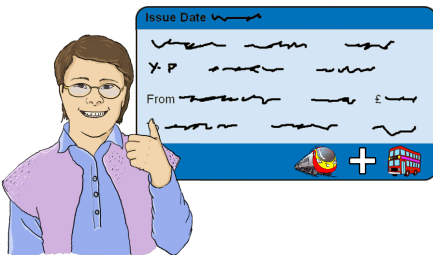
Large **HARPS** vehicles could carry lots of passengers. Should they have to stick to the same laws as buses?



We hope people will use smaller passenger-only vehicles to travel to railway or bus stations. But they might decide to travel all the way into the city instead of waiting in the cold and wet at the station.



We think some of the money from charging **HARPS** vehicles could pay for making rail and bus stations better.



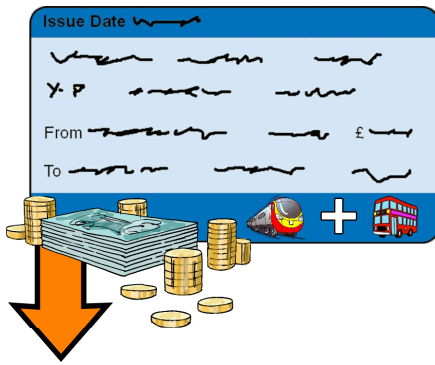
People might be happier to use buses and trains if they had better information, cheaper fares or could book the whole journey on one ticket.



Should laws help local transport authorities and **HARPS** operators work together?



The local transport authority could let transport services use their bus lanes or parking spaces near stations.



HARPS could offer cheaper tickets for people who also use the bus or train.



We would like to hear what you think about everything in this booklet.

What the words mean

Accessible – easy for people with disabilities to use, understand or get into.

Assistance dog – a dog that is trained to help someone with a disability or a medical condition like epilepsy.

Automated vehicles - vehicles that can safely drive themselves. They do not need to be checked all the time when they are driving themselves. They can come to a safe stop without the help of a human.

Highly Automated Road Passenger Services or HARPS - when automated vehicles are used for people to get about without a driver or a user-in-charge.

Congestion – heavy traffic, overcrowding or clogging up roads.

Discriminate – to treat someone worse than other people because of who they are.

Equality law – the law about treating everyone fairly and equally.

Guilty – responsible for a crime or doing something wrong.

Insured – have insurance that pays to put things right if something or someone is damaged or hurt.

Lease – pay to rent something for a set time.

Licence - permission do something, or run a business if you stick to certain rules.

Qualified - official training to do a job.

Renewable - energy that is not used up and can be replaced, like wind or solar power.

Supervisor - a person who checks what is happening and work is done.

Technology - things like computers that help us do things.

Credits



This paper has been designed and produced by the EasyRead service at Inspired Services Publishing Ltd. Ref ISL161 19. October 2019

www.inspiredservices.org.uk



It meets the European EasyRead Standard.



Artwork includes material from the Inspired EasyRead Collection and cannot be used anywhere else without written permission from Inspired Services.

www.inspired.pics