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Committee Stage: Tuesday 19 March 2024

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## Automated Vehicles Bill [HL] (Amendment Paper)

This document lists all amendments tabled to the Automated Vehicles Bill [HL]. Any withdrawn amendments are listed at the end of the document. The amendments are arranged in the order in which it is expected they will be decided.

This document should be read alongside the Chair's provisional Selection and Grouping, which sets out the order in which the amendments will be debated.

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### Resolution of the Programming Sub-Committee

*The Programming Sub-Committee appointed by the Speaker in respect of the Bill agreed the following Resolution at its meeting on 18 March 2024 (Standing Order No. 83C):*

That—

1. the Committee shall (in addition to its first meeting at 9.25 am on Tuesday 19 March) meet—
  - (a) at 2.00 pm on Tuesday 19 March;
  - (b) at 11.30 am and 2.00 pm on Thursday 21 March;
  - (c) at 9.25 am and 2.00 pm on Tuesday 16 April;
  - (d) at 11.30 am and 2.00 pm on Thursday 18 April;
2. proceedings on consideration of the Bill in Committee shall be taken in the following order: Clauses 1 to 37; Schedule 1; Clauses 38 to 45; Schedule 2; Clauses 46 to 54; Schedule 3; Clauses 55 to 66; Schedule 4; Clauses 67 to 81; Schedule 5; Clauses 82 to 84; Schedule 6; Clauses 85 to 100; new Clauses; new Schedules; remaining proceedings on the Bill;
3. the proceedings shall (so far as not previously concluded) be brought to a conclusion at 5.00 pm on Thursday 18 April.

*Anthony Browne has given notice of his intention to move a motion in the terms of the Resolution of the Programming Sub-Committee [Standing Order No. 83C].*

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**Anthony Browne**

That, subject to the discretion of the Chair, any written evidence received by the Committee shall be reported to the House for publication.

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**Bill Esterson** 19  
Simon Lightwood

Clause 1, page 2, line 6, leave out "an acceptably safe standard" and insert "a high standard of safety"

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**Bill Esterson** 20  
Simon Lightwood

Clause 1, page 2, line 7, leave out "an acceptably" and insert "a very"

**Member's explanatory statement**

This amendment is intended to probe the meaning of "acceptably" with regards to the risk of automated vehicles committing traffic infractions.

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**Bill Esterson** 21  
Simon Lightwood

Clause 2, page 2, line 15, at end insert "and, if so, the locations, types of location or circumstances in which those criteria are met.

- (1A) The principles must set out how the Secretary of State will assess the potential safety impacts on different types of road user when assessing the locations, types of location or circumstances in which a vehicle is capable of travelling autonomously and safely, having particular regard to the safety of those road users who might be most at risk."

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**Bill Esterson** 11  
Simon Lightwood

Clause 2, page 2, line 19, after "safety" insert "and the safety of pedestrians"

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**Bill Esterson** 22  
Simon Lightwood

Clause 2, page 2, line 19, leave out "better" and insert "significantly better for all road users"

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**Bill Esterson** 18  
Simon Lightwood

Clause 2, page 2, line 20, at end insert—

“(2A) The statement must include the Government’s intended definition of “careful and competent human drivers”.”

**Member's explanatory statement**

This amendment would require the Government to publish a definition of “careful and competent human drivers” as part of the statement of safety principles.

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**Bill Esterson** 12  
Simon Lightwood

Clause 2, page 2, line 21, after “must” insert “—

- (a) hold a public consultation on a draft statement;
- (b) “

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**Bill Esterson** 13  
Simon Lightwood

Clause 2, page 2, line 21, leave out from “consult” to end of line 22 and insert “representatives of road user groups and other groups whose safety or other interests may be affected by the application of the principles.”

**Member's explanatory statement**

This amendment is designed to probe the consultation provisions.

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**Bill Esterson** 14  
Simon Lightwood

Clause 2, page 3, line 6, at end insert—

“(9A) The statement must be reviewed and subject to the same consultation as outlined in subsection (3)—

- (a) after being in force for five years;
- (b) every five years thereafter.”

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**Bill Esterson** 25  
Simon Lightwood

Clause 3, page 3, line 17, at end insert—

“(1A) An automated vehicle may be authorised for use in non-road public locations under subsection (1) as long as the Secretary of State is satisfied that the authorisation will not impact the accessibility of the locations to existing users, including pedestrians.”

**Member's explanatory statement**

This amendment would enable the Secretary of State to authorise vehicles such as for use in public places other than roads (such as automated mobility scooters and delivery robots on pavements, for example) as long as the impact on accessibility has been considered.

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**Bill Esterson**

**17**

Simon Lightwood

Clause 5, page 4, line 24, at end insert —

“(5) An authorisation requirement may require purchasers of relevant vehicles to be provided with a demonstration of any authorised automated features under section 4 at the point of sale.”

**Member's explanatory statement**

This amendment would mean that sellers of automated vehicles may be required, under the terms of their authorisation requirement, to demonstrate automated features to potential purchasers.

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**Bill Esterson**

**16**

Simon Lightwood

Clause 6, page 5, line 10, at end insert —

“(6) Authorisation requirements must include a requirement for authorised self-driving entities to publish an equality impact assessment.”

**Member's explanatory statement**

This amendment would require authorised self-driving entities to publish equality impact assessments, reporting on the potential impact of their vehicles on, for example, those with protected characteristics and other road users.

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**Bill Esterson**

**23**

Simon Lightwood

Clause 10, page 7, line 21, at end insert —

“(1A) The register referred to in subsection (1) must be made available online.”

**Member's explanatory statement**

This amendment would mean that the register of automated vehicle registrations is available online.

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**Bill Esterson****26**

Simon Lightwood

Clause 38, page 25, line 35, at end insert—

“(3A) A report published under subsection (3) must be laid before both Houses of Parliament.”

**Member's explanatory statement**

This amendment would require reports containing the Secretary of State's conclusions on the monitoring and assessment of automated vehicle performance to be laid before both Houses of Parliament.

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**Anthony Browne****Gov 1**

Clause 40, page 26, line 37, at end insert—

“(ca) the Welsh Ministers (in their capacity as highways authority or traffic authority);”

**Member's explanatory statement**

This amendment brings the Welsh Ministers, in their capacities as highways authority and traffic authority, within the ambit of the power in clause 40.

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**Gavin Newlands****9**Owen Thompson  
Liz Saville Roberts  
Hywel Williams  
Ben Lake

Clause 50, page 33, line 18, after “that – ” insert—

“(za) is not an Act of the Scottish Parliament;  
(zb) is not an instrument made under an Act of the Scottish Parliament;  
(zc) is not an Act or Measure of Senedd Cymru;  
(zd) is not an instrument made under an Act or Measure of Senedd Cymru;”

**Member's explanatory statement**

This amendment would mean that the Secretary of State could not amend legislation of the devolved administrations for the purposes of changing or clarifying traffic legislation in respect of automated vehicles.

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**Gavin Newlands**

7

Owen Thompson  
Liz Saville Roberts  
Hywel Williams  
Ben Lake

Clause 50, page 33, line 22, at end insert—

- “(4) The Secretary of State must obtain and lay before Parliament the written consent of the Scottish Government to make regulations under this section which amend—
- (a) an Act of the Scottish Parliament,
  - (b) any instrument made under an Act of the Scottish Parliament.
- (5) The Secretary of State must obtain and lay before Parliament the written consent of the Welsh Government to make regulations under this section which amend—
- (a) an Act or Measure of Senedd Cymru,
  - (b) any instrument made under an Act or Measure of Senedd Cymru.”

**Member's explanatory statement**

This amendment would require the Secretary of State to obtain the consent of devolved governments before exercising the Clause 50 power in relation to devolved legislation.

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**Gavin Newlands**

8

Owen Thompson  
Liz Saville Roberts  
Hywel Williams  
Ben Lake

Clause 50, page 33, line 22, at end insert—

- “(4) The Scottish Government may, by regulations, make provision for the purpose of changing or clarifying whether, how or in what circumstances an Act of the Scottish Parliament or any instrument made under an Act of the Scottish Parliament applies to the user-in-charge of a vehicle.
- (5) The Welsh Government may, by regulations, make provision for the purpose of changing or clarifying whether, how or in what circumstances an Act or Measure of Senedd Cymru or any instrument made under an Act or Measure of Senedd Cymru applies to the user-in-charge of a vehicle.”

**Member's explanatory statement**

This amendment would extend the Clause 50 power to ministers of the devolved administrations.

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**Bill Esterson**

15

Simon Lightwood

Clause 61, page 44, line 2, leave out from the third “of” to the end of line 4 and insert “—

- (a) identifying, improving understanding of, and reducing the risks of harm arising from the use of authorised automated vehicles on roads in Great Britain; and
- (b) assessing the accessibility of automated vehicles authorised under section 3.”

**Member's explanatory statement**

This amendment would extend the purpose of automated vehicle inspectors to include assessment of automated vehicle accessibility.

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**Bill Esterson**

**10**

Simon Lightwood

Clause 82, page 58, line 11, at end insert—

“(5A) A permit may only be granted if the service meets all relevant standards issued by the appropriate national authority relating to the provision of information to users in an accessible format through regulations.”

**Member's explanatory statement**

This amendment would require automated vehicles to meet relevant accessibility standards before being granted a permit to provide automated passenger services.

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**Anthony Browne**

**Gov 2**

Clause 93, page 67, line 17, at end insert “for an area in England”

**Member's explanatory statement**

This amendment is consequential on Amendment 3.

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**Anthony Browne**

**Gov 3**

Clause 93, page 67, line 17, at end insert—

“(1A) The Welsh Ministers may by regulations make provision requiring a traffic regulation authority to provide prescribed information about a relevant traffic regulation measure for an area in Wales.”

**Member's explanatory statement**

This amendment extends the power in clause 93 to the Welsh Ministers in relation to traffic regulation measures in Wales.

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**Anthony Browne**

**Gov 4**

Clause 93, page 67, line 20, leave out “for an area in England”

**Member's explanatory statement**

This amendment is consequential on Amendment 3.

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**Anthony Browne****Gov 5**

Clause 93, page 67, line 34, leave out "Secretary of State" and insert "person making them"

**Member's explanatory statement**

This amendment is consequential on Amendment 3.

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**Bill Esterson****24**

Simon Lightwood

Clause 94, page 68, line 20, at end insert "or a delivery robot vehicle."

**Member's explanatory statement**

This amendment would add delivery robots to the definition of "authorised automated vehicle".

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**Anthony Browne****Gov 6**

Clause 100, page 71, line 20, leave out subsection (2)

**Member's explanatory statement**

This amendment removes the privilege amendment made in the Lords.

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**Gavin Newlands****NC1**

Owen Thompson  
Liz Saville Roberts  
Hywel Williams  
Ben Lake

To move the following Clause—

**"Advisory Council**

- (1) Within six months of the passing of this Act the Secretary of State must establish a council to advise on the implementation of this Act and on the introduction of automated vehicles.
- (2) The Advisory Council must consist of members appearing to the Secretary of State to represent—
  - (a) the interests of road users, including drivers, pedestrians and cyclists;
  - (b) the cause of road safety;
  - (c) the study of road safety;



- (d) the cause of accessibility, and the impact of the introduction of automated vehicles on disabled people;
  - (e) trade unions, including Scottish and Welsh trade union representatives;
  - (f) the interests of relevant employees including delivery providers, those involved or likely to be involved in the manufacture of automated vehicles, emergency service workers, and public transport workers;
  - (g) businesses involved, or likely to be involved in, the manufacture, operation and insurance of automated vehicles;
  - (h) the emergency services, including Scottish and Welsh emergency services;
  - (i) highway authorities, including Scottish and Welsh highway authorities; and
  - (j) any other issues, causes or organisations as the Secretary of State sees fit.
- (3) The Advisory Council must include nominated representatives of the Scottish Government and the Welsh Government.
- (4) The Secretary of State must designate a relevant officer of the Department to send reports to the Advisory Council on the introduction of automated vehicles and any issues of public policy that arise.
- (5) The Advisory Council must report regularly to—
- (a) Parliament,
  - (b) the Scottish Parliament,
  - (c) Senedd Cymru
- on the advice it has provided to the Secretary of State, and on any other related matters relevant to the roll out of automated vehicles and associated public policy.”

#### **Member's explanatory statement**

This new clause would require the Government to establish an advisory council, made up of specified representatives, on the implementation of this Act and on the introduction of automated vehicles.

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**Bill Esterson**

**NC2**

Simon Lightwood

To move the following Clause—

#### **“Accessibility information for passengers in automated vehicles**

After section 181D of the Equality Act 2010, insert—

#### **“CHAPTER 2B**

#### **AUTOMATED VEHICLES PROVIDING AUTOMATED PASSENGER SERVICES**

#### **181E Information for passengers in automated passenger services**

- (1) The Secretary of State may, for the purpose of facilitating travel by disabled persons, make regulations requiring providers or operators of automated passenger services to make available information about a service to persons travelling on the service.
- (2) The regulations may make provision about—
  - (a) the descriptions of information that are to be made available;
  - (b) how information is to be made available.
- (3) The regulations may, in particular, require a provider or operator of an automated passenger service to make available information of a prescribed description about—
  - (a) the name or other designation of the service;
  - (b) the direction of travel;
  - (c) stopping places;
  - (d) diversions;
  - (e) connecting local services.
- (4) The regulations may, in particular—
  - (a) specify when information of a prescribed description is to be made available;
  - (b) specify how information of a prescribed description is to be made available, including requiring information to be both announced and displayed;
  - (c) specify standards for the provision of information, including standards based on an announcement being audible or a display being visible to a person of a prescribed description in a prescribed location;
  - (d) specify forms of communication that are not to be regarded as satisfying a requirement to make information available.
- (5) Regulations under this section may make different provision—
  - (a) as respects different descriptions of vehicle;
  - (b) as respects the same description of vehicle in different circumstances.
- (6) Before making regulations under this section, the Secretary of State must consult—
  - (a) the Welsh Ministers;
  - (b) the Scottish Ministers.””

#### **Member's explanatory statement**

This new clause mirrors existing provisions in the Equality Act 2010 relating to the provision of information in accessible formats to bus passengers, and applies them to automated passenger services.

To move the following Clause—

**“Establishment of an Advisory Council**

- (1) The Secretary of State must, within six months of the passing of this Act, establish a council to advise on the implementation of this Act, with a focus on learning lessons from any accidents involving automated vehicles.
- (2) The Advisory Council must include representatives from—
  - (a) consumer groups;
  - (b) organisations representing drivers;
  - (c) road safety experts;
  - (d) relevant businesses such as automobile manufacturers, vehicle insurance providers and providers of delivery and public transport services;
  - (e) trade unions;
  - (f) the police and other emergency services;
  - (g) highway authorities;
  - (h) groups representing people with disabilities; and
  - (i) groups representing other road users, including pedestrians and cyclists.
- (3) The Secretary of State must designate a relevant officer of the Department to send reports to the Advisory Council on the roll out of self driving vehicles and any issues of public policy that arise.
- (4) The Advisory Council must report regularly to Parliament on the advice it has provided, and any related matters relevant to the roll out of self driving vehicles and associated public policy.”

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**Bill Esterson**

**NC4**

Simon Lightwood

To move the following Clause—

**“User-in-charge: reaction times**

Within two years of the passing of this Act, the Secretary of State must commission, and lay before Parliament a report of, a study into the reaction times of users-in-charge of automated vehicles when receiving an instruction to take full control of an automated vehicle and their ability to react safely to the relevant situation.”

**Member's explanatory statement**

This new clause would require the Secretary of State to commission a study into the ability of users-in-charge of automated vehicles to retake control of a vehicle when necessary.

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**Bill Esterson**

**NC5**

Simon Lightwood

To move the following Clause—

**“Liability of insurers**

Section 2 of the Automated and Electric Vehicles Act 2018 (liability of insurers etc where accident caused by automated vehicle) is amended as follows—

- (a) in subsection (1)(a), omit “when driving itself”;
- (b) in subsection (2)(a), omit “when driving itself”.

**Member's explanatory statement**

This new clause would remove the need for people to have to prove that an automated vehicle was “driving itself” if they make a legal claim for compensation under section 2 of the Automated and Electric Vehicles Act 2018.

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**Bill Esterson**

**NC6**

Simon Lightwood

To move the following Clause—

**“Publication of list of information to be provided**

- (1) The Secretary of State must, by regulations, make provision for the publication of a list detailing—
  - (a) the information related to the operation of authorised automated vehicles which must be provided;
  - (b) the parties by whom such information must be provided;
  - (c) the parties to whom such information must be provided; and
  - (d) the purposes for which the information must be provided.
- (2) Regulations under subsection (1) must provide for the content of the list to be subject to public consultation.”

**Member's explanatory statement**

This new clause would require the Secretary of State to publish a list of information which is to be provided to and by certain parties on the operation of authorised automated vehicles, and to hold a public consultation on the list.

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## Order of the House

[5 March 2024]

That the following provisions shall apply to the Automated Vehicles Bill [Lords]:

**Committal**

- 1. The Bill shall be committed to a Public Bill Committee.

**Proceedings in Public Bill Committee**

2. Proceedings in the Public Bill Committee shall (so far as not previously concluded) be brought to a conclusion on Thursday 18 April 2024.
3. The Public Bill Committee shall have leave to sit twice on the first day on which it meets.

**Proceedings on Consideration and Third Reading**

4. Proceedings on Consideration shall (so far as not previously concluded) be brought to a conclusion one hour before the moment of interruption on the day on which those proceedings are commenced.
5. Proceedings on Third Reading shall (so far as not previously concluded) be brought to a conclusion at the moment of interruption on that day.
6. Standing Order No. 83B (Programming committees) shall not apply to proceedings on Consideration and Third Reading.

**Other proceedings**

7. Any other proceedings on the Bill may be programmed.