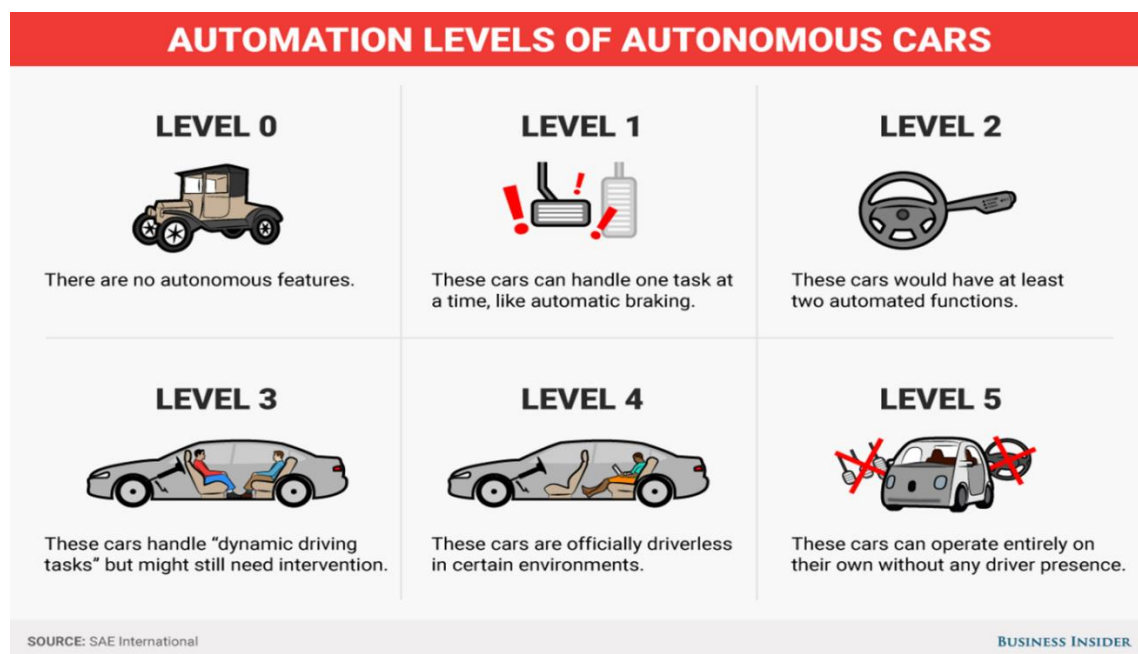


## Written evidence submitted by IAM RoadSmart (AEVB 08)

IAM RoadSmart (previously IAM – the Institute of Advanced Motorists) is the UK’s largest independent road safety charity, dedicated to improving standards and safety in driving and motorcycling. Best known for the advanced test IAM RoadSmart has more than 92,000 members and is supported by a local volunteer network of 200 groups in the UK and Ireland. We provide driver risk management solutions to businesses and driver retraining through IAM Driver Retraining Academy. IAM RoadSmart’s policy and research division offers advice and expertise on road safety, and publishes original research on road safety issues.

IAM RoadSmart welcomes this Bill and the government’s intention to chart a clear pathway towards autonomous vehicles that encourages innovation but also places road safety at the core of the debate. It is right that the Government looks at ways to increase the use of electric vehicles and this bill represents an opportunity to improve the regulatory framework to accelerate take-up, making it easier and, in the long-run, cheaper for drivers to switch. The Bill correctly focuses on ways to standardise charging infrastructure which could otherwise be a major barrier to take-up. Drivers must have the ability to charge their vehicles overnight, so efforts must be made to give those who live in flats with designated parking or those who only have on-street parking the same opportunity to charge as those with their own driveways or garages. We also support a requirement for all larger car parks to have electric charging facilities. We believe this to be a greater priority than for larger fuel retailers to offer charging facilities.

IAM RoadSmart recently ran a one day seminar in the training requirements for drivers in a world of growing autonomy. The presentations can be seen at [www.driverahead.com](http://www.driverahead.com). Autonomous cars have been categorised on a 1-5 scale – see figure below



There was a general consensus that Level 3 cars present serious safety issues for human drivers asked to retake control in emergency situations. It is inevitable that we will transition through this stage of development before the fully autonomous car (Level 4/5) becomes widely available – examples of Level 3 available today include the Tesla Autopilot system.

At IAM RoadSmart we believe that car manufacturers should have a responsibility to fully train drivers in the safe operation of Level 3 cars. This is particularly important in a world where software upgrades can be applied remotely – the car that you parked in the evening may have a whole range of new functions added overnight. In our view the Bill presents an opportunity to enshrine this requirement in some form of statutory framework. As a minimum car makers must alert their customers to upgrades and, ideally they should offer practical courses that will allow safe practice and assimilation of new features.

Neil Greig  
Director of Policy and Research  
IAM RoadSmart

*25 October 2017*