

Response to Consultation Paper 2 Automated vehicles: passenger services and public transport. A second joint consultation paper.

In response to final question raised in this consultation paper -

"Is there any other issue within our terms of reference which we should be considering in the course of this review?", we would offer the following:

## **Background**

Lewisham Living Streets think that the pressure to facilitate the development and use of autonomous vehicles may bring about fundamental changes to amenities for pedestrians on our streets.

Currently designers are having challenges with the sensory devices that identify humans on the road or at the roadside. Moreover, the systems that control autonomous vehicles are failing to successfully predict pedestrian movements within "satisfactory levels of risk". Problems of satisfactory identification and predictability may create too many instances where autonomous vehicles are unable to move on most roads in London.

As a consequence, it may be proposed to create designated routes for autonomous vehicles along the capital's main roads where pedestrian activity is controlled and made more predictable. The development of autonomous vehicles therefore indicates that changes may be made to road design that would adversely affect pedestrians and create new barriers to active travel, community cohesion and permeability.

Some UK roads already exclude pedestrians for safety reasons - these mainly include motorway class roads and some other trunk roads (that includes all of the Strategic Road Network and some of the Primary Road Network). There are few of these within Greater London.

In the light of the development of autonomous vehicles and in order to protect pedestrians, London Living Streets believes that the Road Vehicles (Construction and Use) Regulations should go some way to include the principle that no vehicle system should harm people.

The policies we are proposing below will help protect Londoners from a quick-fix approach that may have far-reaching consequences for the quality of life on our streets.

## **Policies**

1. (Excepting those where pedestrians are already excluded), no public highway in London should be re-designated so as to exclude any pedestrian use of that public highway.
2. Unless a moving vehicle is at all times under the proper control of a person in, or on that vehicle then any function of that vehicle must primarily act to avoid physical and psychological harm to pedestrian road users.

**Michael Diamond, Vice chair**  
**Lewisham Living Streets Group**

[lewishamgroup@livingstreets.org.uk](mailto:lewishamgroup@livingstreets.org.uk)



About **LEWISHAM LIVING STREETS**  
Living Streets is the national charity that has stood up for pedestrians since 1929. In Lewisham we work with professionals and politicians and campaign with our supporters to improve streets and public spaces to create safe, attractive and enjoyable places to walk, meet and relax.

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