



Centre for Connected  
& Autonomous Vehicles

## UK testing ecosystem for connected and autonomous vehicles - response form

The call for evidence is available at:

[www.gov.uk/government/consultations/driverless-vehicle-testing-facilities-call-for-evidence](http://www.gov.uk/government/consultations/driverless-vehicle-testing-facilities-call-for-evidence)

The closing date for responses is **31 July 2016**.

Please return completed forms to:

Centre for Connected and Autonomous Vehicles  
1 Victoria Street  
4th Floor, Victoria 3  
London  
SW1H 0ET

Email: [callforevidence@ccav.gov.uk](mailto:callforevidence@ccav.gov.uk)

Information provided in response to this consultation, including personal information, may be subject to publication or release to other parties or to disclosure in accordance with the access to information regimes. Please see page 12 of the consultation for further information.

If you want information, including personal data, that you provide to be treated in confidence, please explain to us what information you would like to be treated as confidential and why you regard the information as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the department.

I want my response to be treated as confidential ☐

Comments: [Click here to enter text.](#)

## Questions

Name: Nicholas Lyes

Organisation (if applicable): RAC (Motoring Services)

Address: RAC Motoring Services, Great Park Road, Bradley Stoke, Bristol, BS32 4QN

	<b>Respondent type</b>
<input type="checkbox"/>	Business representative organisation/trade body
<input type="checkbox"/>	Central government
<input type="checkbox"/>	Charity or social enterprise
<input type="checkbox"/>	Individual
<input type="checkbox"/>	Large business (over 250 staff)
<input type="checkbox"/>	Legal representative
<input type="checkbox"/>	Local government
<input type="checkbox"/>	Medium business (50 to 250 staff)
<input type="checkbox"/>	Micro business (up to 9 staff)
<input type="checkbox"/>	Small business (10 to 49 staff)
<input type="checkbox"/>	Trade union or staff association
<input checked="" type="checkbox"/>	Other (please describe) Motoring Organisation

### Question 1

Are the proposed characteristics of an ambitious testing ecosystem correct? Where are the errors, gaps, and opportunities? (see section 4.2)

Comments: The RAC is not in a position to answer this.

## Questions 2

Do you support a flagship testing facility?

A ☐ Yes ☐ No ☒ Not sure

Comments: The RAC is not in a position to answer this

### ***Question 2a***

If yes, what should it look like and what should it do?

Comments: The RAC is not in a position to answer this

### ***Question 2b***

Where should it be?

Comments: The RAC is not in a position to answer this

### ***Question 2c(i)***

How fast could this facility be delivered?

Comments: The RAC is not in a position to answer this

### ***Question 2c(ii)***

How could it be delivered in stages to ensure impact in the short term?

Comments: The RAC is not in a position to answer this

**Question 2d**

What would it cost (who should pay for it and how)?

Comments: The RAC is not in a position to answer this

**Question 2e**

What additionality to the existing offer would it provide, and how would it fit into the existing CAV testing ecosystem?

Comments: The RAC is not in a position to answer this

**Question 2f**

What role could central government play? (This call for evidence does not create an expectation of new funding)

Comments: The RAC is not in a position to answer this

**Question 2g**

Do you wish to express an early interest in being a partner in its funding and delivery?

☐ Yes      ☒ No

Comments: The RAC is not in a position to answer this

### **Question 2h**

If you are not in support of a flagship test facility please explain why you not support this concept?

Comments: The RAC is not in a position to answer this

### **Question 2i**

Do you have any alternative suggestions as to how to deliver the need that such a test bed might fulfil?

Comments: The RAC is not in a position to answer this

### **Question 3**

How have other countries responded to similar challenges and priorities? Are there any lessons to be learned and applied in the UK?

Comments: The RAC is not in a position to answer this

### **Question 4**

We are currently exploring options for communications activities to increase awareness and understanding of the benefits of Connected and Autonomous Vehicle technologies. What support do you think government should offer in helping to raise awareness and communicate the benefits of these technologies?

Comments:

With more than eight million members, the RAC is one of the UK's most progressive motoring organisations, providing services for both private and business motorists. As such, it is committed to making driving easier, safer, more affordable and more enjoyable for all road users. The RAC, which employs more than 1,500 patrols, providing roadside assistance across the entire UK road network and as a result has significant insight into how the country's road networks are managed and maintained. We also have expertise in dealing with the changes to modern vehicles, both in terms of diagnostics and an electric vehicle recovery service. The RAC is closely monitoring the impact that fully autonomous vehicles may have on motorists and motorists' awareness and attitudes to them.

In July 2016, the RAC conducted a survey of 2,194 motorists which found that there was a significant minority of the motoring public who are unaware of the Government's current plans. 43% said they were unaware of the current trial plans. Some 40% of motorists agreed with the statement that "it was all a bit pie in the sky" when asked whether there would be 1 million driverless cars on UK roads within the next 20 years.

One in three (31%) respondents said they believed that the biggest benefit of driverless vehicles is that they will make journeys safer by removing driver error, though 30% thought that driverless cars will not substantially improve road safety. However respondents also have concerns over the safety of driverless cars themselves - 46% said that their biggest concern was the reliability of the software in such vehicles and a quarter (27%) are also concerned about the loss of personal control of their vehicle.

The RAC also asked motorists how the Government could better communicate the benefits of driverless vehicles. A significant proportion of respondents (43%) agreed that the Government should create a public testing facility which will allow the motoring public to see and experience driverless vehicles. Some 17% said that the Government should use an online platform to share videos from which members of the public can learn more about driverless vehicles.

Our findings show there is still work that needs to be done to convince motorists of the benefits that driverless vehicles can bring. However, this is not to say that motorists do not recognise some benefits. For example, in last year's RAC Report on Motoring, we found that a majority of motorists (52%) believe that driverless cars will benefit older and disabled drivers.

Overall, awareness of the impending trials is still quite low, and so it is not surprising that understanding of the future benefits that driverless vehicles will deliver is also low. The RAC believes that Government and the motor industry should find ways to inform and engage with the public to raise awareness of and enthusiasm for connected and autonomous vehicles. This could include raising awareness of trials, encouraging public participation and providing an online platform to communicate their benefits.

The RAC will also be publishing its 2016 Report on Motoring in the autumn, the research which will include further insight on the prevailing attitudes towards CCAVs. The RAC will of course be willing to share these results with the Department for Business, Energy and Industrial Strategy.

Thank you for taking the time to let us have your views. We do not intend to acknowledge receipt of individual responses unless you tick the box below.

Please acknowledge this reply ☒