



Department  
for Transport

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Agenda item 4(d)

# ALKS Implementation

**Douglas Hannah**

**Head of Automated Vehicle Technologies**

# Considerations from UK implementation of R 157- ALKS

## • Background

- UK Government's Centre for Connected and Autonomous Vehicles published a 'Call for Evidence' on the Safe Use of ALKS ([www.gov.uk/government/consultations/safe-use-of-automated-lane-keeping-system-on-gb-motorways-call-for-evidence](http://www.gov.uk/government/consultations/safe-use-of-automated-lane-keeping-system-on-gb-motorways-call-for-evidence))
- Included questions regarding the ability of ALKS to comply with certain road traffic rules.
- Received a mixture of responses (including those from safety organisations and vehicle manufactures)

## • UK road traffic rules

- Highway Code lists the mandatory legal requirements ('must / must not') and advisory rules ('should / should not') - [www.gov.uk/guidance/the-highway-code](http://www.gov.uk/guidance/the-highway-code)



# Considerations from UK implementation of R 157- ALKS

## Examples of UK traffic rules

- A driver must comply with the direction of an enforcement officer

(Rule 106, 107 & 108)



Not all enforcement vehicles have sirens and blue flashing lights so will the vehicle respond to them?

- Red X - You must not proceed further in this lane

(Rule 258)



A legal requirements so can they be detected and understood?

- If you are involved in a collision which causes damage or injury to any other person, vehicle, animal or property, you must stop

(Rule 268)



Will this collision be a detectable collision?

# Considerations from UK implementation of R 157- ALKS

- **Local traffic rules**

- Should knowledge should be shared on local traffic rules?
- What is the best way to do this?

- **Detectable collisions**

- Is there a disparity with what is considered a detectable collision?
- Is there a need to specify what is a collision?

