



Automated Vehicles Act 2024

2024 CHAPTER 10

PART 5

PERMITS FOR AUTOMATED PASSENGER SERVICES

Requirements before granting permit

85 Consent requirement for services resembling taxis or private hire vehicles

- (1) Subsection (3) applies where—
 - (a) the appropriate national authority proposes to grant a permit, and
 - (b) under the proposed permit, an automated passenger service may be provided in a way that would, on the assumptions in [subsection \(2\)](#), require a taxi or private hire vehicle licence.
- (2) The assumptions are—
 - (a) that [section 83](#) does not apply, and
 - (b) (so far as would not otherwise be the case) that the vehicle in which the service is provided is driven by an individual.
- (3) The appropriate national authority may not grant the permit without the consent of each licensing authority in whose area the service may be provided under the proposed permit.
- (4) A licensing authority is to be taken to have given such consent if—
 - (a) the appropriate national authority requests consent in writing, and
 - (b) within the relevant period, the licensing authority either—
 - (i) fails to give or refuse consent, or
 - (ii) refuses consent but fails to give written reasons for doing so.
- (5) For the purposes of subsection (4), “the relevant period” is the period of six weeks beginning with the day on which the request is made.
- (6) In this section, “taxi or private hire vehicle licence” means a licence under—

Status: This is the original version (as it was originally enacted).

- (a) section 37 or 46 of the Town Police Clauses Act 1847 (hackney carriages: England and Wales),
- (b) section 6 or 8 of the Metropolitan Public Carriage Act 1869 (hackney carriages: London),
- (c) section 5, 9 or 13 of the Plymouth City Council Act 1975 (private hire vehicles: Plymouth),
- (d) section 48, 51 or 55 of the Local Government (Miscellaneous Provisions) Act 1976 (private hire vehicles: England and Wales),
- (e) section 10 or 13 of the Civic Government (Scotland) Act 1982 (taxis and private hire vehicles: Scotland), or
- (f) section 3, 7 or 13 of the Private Hire Vehicles (London) Act 1998 (private hire vehicles: London),

and a “licensing authority” means a person who is responsible for granting a licence under any of those provisions.

86 Consent requirement for services resembling buses

- (1) Subsection (2) applies where—
 - (a) the appropriate national authority proposes to grant a permit, and
 - (b) under the proposed permit, an automated passenger service may be provided that would, if section 83 did not apply, be subject to bus franchising restrictions.
- (2) The appropriate national authority may not grant the permit without the consent of each relevant franchising body.
- (3) A service is “subject to bus franchising restrictions” if it is a local service within the meaning of section 2 of the Transport Act 1985, and—
 - (a) it is provided in Greater London,
 - (b) it is provided in an area in England covered by a franchising scheme and is not exempt from the scheme, or
 - (c) it is provided in an area in Scotland covered by a franchising framework and is not exempt from the framework.
- (4) In subsection (2), “relevant franchising body” means—
 - (a) where subsection (3)(a) applies, Transport for London;
 - (b) where subsection (3)(b) applies, the franchising authority or authorities operating the scheme;
 - (c) where subsection (3)(c) applies, the local transport authority by which the framework was made.
- (5) A relevant franchising body is to be taken to have given consent under subsection (2) if—
 - (a) the appropriate national authority requests consent in writing, and
 - (b) within the relevant period, the body either—
 - (i) fails to give or refuse consent, or
 - (ii) refuses consent but fails to give written reasons for doing so.
- (6) For the purposes of subsection (5), “the relevant period” is the period of six weeks beginning with the day on which the request is made.

(7) In this section—

“franchising authority” has the same meaning as in Part 2 of the Transport Act 2000 (see section 123A(4) of that Act);

“franchising framework” means a framework made under section 13A of the Transport (Scotland) Act 2001 (asp 2);

“franchising scheme” means a scheme made under section 123A(1) of the Transport Act 2000;

“local transport authority” has the same meaning as in the Transport (Scotland) Act 2001 (asp 2) (see section 82(1) of that Act).

(8) For the purposes of subsection (3)—

(a) a service is exempt from a franchising scheme if it is of a class that is excepted from regulation arising because of the scheme (see section 123H of the Transport Act 2000);

(b) a service is exempt from a franchising framework if it is of a description that is exempted from the framework (see section 13D(2) of the Transport (Scotland) Act 2001 (asp 2)).

87 Further requirements

(1) Before granting a permit, the appropriate national authority must consult any traffic authorities and emergency services that it considers are likely to be substantially affected if the permit is granted.

(2) In subsection (1), “traffic authority” has the same meaning as in the Road Traffic Regulation Act 1984 (see section 121A of that Act) (but does not include the appropriate national authority itself).

(3) In deciding whether to grant a permit, the appropriate national authority must have regard to whether, and to what extent, the granting of the permit is likely to lead to an improvement in the understanding of how automated passenger services should best be designed for, and provided to, older or disabled passengers.

(4) Where the appropriate national authority grants a permit, it must include a permit condition (of the sort described in section 82(5)(b)) requiring the permit holder to publish reports about the automated passenger services which it provides, and in particular about the steps which it takes—

(a) to meet the needs of older or disabled passengers, and

(b) to safeguard passengers more generally.