Driverless cars in London

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Overview

Automated vehicles (AVs), also known as driverless cars, could transform how Londoners get around the city. Isolated trials of AVs have taken place in London, with further trials taking place throughout 2026.

This paper examines the landscape of AVs in London, as well as in the UK more generally. It looks at the legal and regulatory framework for AVs, including key questions such as how a human driver can safely take over from the vehicle, and who is legally liable if a driverless car is involved in an accident. It also outlines information on AV trials that have taken place in London and the impact AVs may have on the day-to-day functioning of the city, including on its roads and taxi industry. Lastly, it highlights London Assembly scrutiny of this topic so far.

About the Research Unit

The London Assembly Research Unit provides an impartial research and information service. We undertake research and analysis on key issues in London to inform the Assembly's work.

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1 Introduction to automated vehicles

Automated vehicles (AVs) are vehicles which can drive themselves without being controlled or monitored by an individual for at least part of a journey.[1] They are also known as autonomous vehicles, as well as self-driving or driverless vehicles.

Autonomous driving as a concept dates back at least to the 1920s, but it was in the 1950s that General Motors launched the Firebird series of AV concept cars in the USA.[2] Academic projects continued throughout the second half of the twentieth century, including pioneering work from the US Department of Defence's Defence Advanced Research Projects Agency, which culminated in 1995 with a minivan driving from Pittsburgh to San Diego while undertaking around 98 per cent of the steering itself.[3]

Modern AVs rely on a complex system of sensors, cameras and advanced software to make driving decisions. These include LiDAR (Light Detection and Ranging) sensors to create a 3D map of the car's surroundings, RADAR (Radio Detection and Ranging) sensors to track other vehicles on the road, and a complex central computer system to bring all features together to make real-time decisions on steering, acceleration and braking.[4]

Despite major advancements in the 21st century, many regulatory, technological and environmental barriers remain before full AVs become commonplace in the UK. As a result, AVs that do not require a human driver are still limited to closely controlled trials. These trials include supermarket chain Asda partnering with AV start-up Wayve on self-driving food deliveries in the Park Royal area of West London in 2023.[5] [6] An upcoming 12-month trial of self-driving Ubers is also due to take place in London in spring 2026.[7] [8]

1.1 Levels of automation

Although still some distance from full automation with no human input, vehicles with some degree of automation have become commonplace in the UK. Automation is measured across six different levels, following a widely adopted standard from the Society of Automotive Engineers:[9]

- **Level zero** refers to vehicles with no automation, where the human driver is fully responsible for all driving tasks.

[1] Law Commission, Automated Vehicles: joint report, 25 January 2022
[2] CNBC, This 'self-driving' 1956 concept car shows how far Tesla has advanced autonomous driving, 29 November 2016
[3] Mobileye, A Brief History of Autonomous Vehicles – from Renaissance to Reality, 27 February 2023
[4] Evans Halshaw, What are Self-Driving Cars and How Do They Work?, 5 November 2024
[5] Wayve, Asda and Wayve launch UK's largest self-driving grocery home delivery trial, 17 April 2023
[6] An Asda employee and a supervising Wayve safety driver were in the vehicles when making deliveries.
[7] BBC News, Uber brings forward trialling driverless taxis in UK, 10 June 2025
[8] BBC News, Uber and Lyft announce plans to trial Chinese robotaxis in UK in 2026, 22 December 2025
[9] The Department of Transport no longer refer to 'levels' of self-driving, instead using the Law Commission's definition of the User-In-Charge (see section 3.1 of this report).

- **Levels one and two** include driver assistance systems that support rather than replace the driver. These include lane-centring technology[10] and adaptive cruise control.[11]
- **Level three** refers to conditional driving automation, sometimes known as 'partial automation', where human attention and input are required but the vehicle can undertake certain tasks autonomously in certain conditions. Examples of these tasks include accelerating past a slow-moving vehicle or coming to a standstill in a car park.[12]
- **Levels four and five** refer to systems where the technology is in control with very little (level four) or zero (level five) need for human intervention.[13]

Level one and two features began to appear in vehicles from around the late-1990s onwards.[14] Many new vehicles are now built with features at levels one or two as standard.[15] At the end of 2022, it was calculated that around 5 per cent of cars in the UK had some degree of autonomy at level two. The Institute of the Motor Industry (IMI) forecasts that this will have risen to around 44 per cent by 2030.[16]

Level three automation is not currently available in the UK, as the legal framework is not yet fully in place. There is no single agreement on when level three will be on UK roads. In December 2023, the then Government said that level three vehicles could be on UK roads by the end of 2026.[17] In 2021, Mercedes Benz became the first car manufacturer to meet level three requirements for a passenger car.[18] The company has also recently received approval from the German Federal Motor Transport Authority to conduct level three autonomous driving at speeds of up to 95km/h on the German Autobahn (motorway).[19]

Level four vehicles are currently operating in some parts of the US as part of automated ride-hailing services such as Waymo.[20] Research firm GlobalData has predicted that level five vehicles, which can drive autonomously in any conditions with no human input, and even without steering wheels or pedals, are unlikely to be on roads until 2035 or later.[21]

[10] Lane-centring technology, sometimes known as lane-assist, is a common feature in cars. It uses a combination of cameras, an audible warning alert, and an electric motor mounted to the steering wheel to nudge the car back into its correct lane if it detects that the vehicle is starting to cross its lane markers without indicating. It often only engages above certain speeds. (Source: Carwow, What is Lane Assist?, 26 May 2025)
[11] Adaptive cruise control is a common feature in cars that uses a laser or radar system to constantly scan the road ahead of the car for other vehicles. This allows the vehicle to automatically speed up and slow down to keep pace with the traffic ahead. (Source: RAC, A guide to adaptive cruise control - how it works and why you should be using it, 17 December 2024)
[12] ZF, Autonomous Driving: The Steps to Self-Driving Vehicles, 29 April 2022
[13] ZF, Autonomous Driving: The Steps to Self-Driving Vehicles, 29 April 2022
[14] Arrow, The history of self-driving cars, 19 July 2022
[15] Car Magazine, What are autonomous car levels? Levels 1 to 5 of driverless vehicle tech explained, 1 November 2023
[16] Institute of the Motor Industry, Why ADAS skills are the next big industry challenge, 14 November 2023
[17] BBC News, Driverless cars: Tech possible for UK motorways by 2026, transport secretary says, 27 December 2023
[18] Mercedes Benz Group, Conditionally automated driving: First internationally valid system approval, 9 December 2021
[19] ADAS and Autonomous Vehicle International, Mercedes-Benz approved for 95km/h Level 3 autonomous driving in Germany, 3 January 2025
[20] Waymo is currently operating in five US cities: Phoenix, San Francisco, Los Angeles, Austin and Atlanta, (Accessed September 2025)
[21] Verdict, Fully self-driving cars unlikely before 2035, experts predict, 9 March 2023

Automated Vehicles in the US

America is a global leader in the development of AVs. In 2023, research from global consulting firm McKinsey found that experts in AVs were evenly split between believing China or North America would be first to deploy pilots of level four technology in private vehicles.[22]

Since its launch in 2023, Google-owned ride-hailing company Waymo has driven over 71 million miles on public roads without a human driver.[23] It is currently operating in five US cities: Phoenix, San Francisco, Los Angeles, Austin and Atlanta, and has announced it is 'coming soon' to Washington D.C. and Miami.[24] Tesla has also rolled out its Autopilot system, roughly akin to level two automation.[25] Since 2014, it has undertaken around 3 billion miles.[26]

Instances where driverless cars have been involved in accidents in the US have gained media attention. These have included instances of pedestrians being hit by driverless cars,[27] cars malfunctioning and temporarily trapping occupants,[28] and cars breaking traffic laws by driving on the wrong side of the road or not stopping at red lights.[29] Despite this, a number of studies have concluded that AVs are generally safer than human drivers in some or all conditions.[30]

2 The AV landscape in the UK and the scrutiny of AV policy

UK Governments since at least 2015 have said that AVs are vital to the country's future transport infrastructure. In 2022, the then Government published a report stating that AVs are "the future of road travel."[31] Cited benefits included:

- better integration for rural communities
- reducing isolation for people with disabilities and older people
- improving access to work, education and leisure
- potential for a reduction in congestion and more balanced road use

[22] McKinsey & Company, Autonomous vehicles moving forward: Perspectives from industry leaders, 5 January 2024
[23] Centre for Sustainable Systems, Autonomous Vehicles Factsheet, (Accessed September 2025)
[24] Waymo, Next stop for Waymo One: Washington, D.C, 25 March 2025
[25] Forbes, Why Is Tesla's Full Self-Driving Only Level 2 Autonomous?, 13 March 2021
[26] Electrek, Tesla drops a bunch of new Autopilot data, 3 billion miles and more, 22 April 2020
[27] BBC, Cruise self-driving cars investigated after two accidents, October 2023
[28] BBC, The slow but steady advance of driverless vehicles, 21 March 2025
[29] BBC, Tesla investigated over self-driving cars on wrong side of road, 9 October 2025
[30] Sky News, Self-driving cars found to be safer - except at dawn, dusk, or when turning, June 2024. Science Direct, Autonomous vehicles and traffic accidents, December 2023.
[31] HM Government, Connected & Automated Mobility 2025: Realising the benefits of self-driving vehicles in the UK, August 2022

- reducing the number of accidents.

In June 2025, the Government said that AVs could create 40,000 jobs, make roads safer, and add "billions" to the economy.[32]

The Centre for Connected and Autonomous Vehicles (CCAB) was established in 2015 as a joint unit by the Department for Business and Trade (DBT) and Department for Transport (DfT). Its mission includes "to promote the safe development, production and use of connected and automated mobility technologies in the UK to deliver societal and economic benefits."[33]

The Centre provides funding to universities and private companies for research and development projects related to AVs. It has also published a Code of Practice for automated vehicle trialling in the UK.[34] This guidance includes requirements for companies running trials to ensure they have a driver or operator in or out of the vehicle who is "ready, able, and willing" to resume control. Trials also require a roadworthy vehicle and for the company to ensure appropriate insurance is in place. Advanced trials must work with the Government directly.[35] This could include trials aimed at mass-produced vehicles or those involving comprehensive physical and destructive testing.[36]

In August 2022, the CCAB published "Connected & Automated Mobility 2025: Realising the benefits of self-driving vehicles in the UK". The document set out a safety ambition for driverless vehicles to be at least as safe as a "competent and careful" human driver, which is a higher standard than the "average human driver".[37]

2.1 Developing the legal framework for AVs

The introduction of AVs onto UK roads will require a new framework of legal protection, including both primary and secondary legislation. A joint report into the legal landscape around AVs from the Law Commission and the Scottish Law Commission was published in 2022. This addressed questions including:

- Who is the driver, or 'responsible person', in regard to an AV on the road?
- Where does civil and criminal responsibility lie when AVs are involved in accidents?
- How to protect other road users from risk when AVs become more common?
- Are new criminal offences related to AVs required, for example an offence of interfering with the operating systems of AVs?[38]

The Commission concluded that increased automation "has profound legal consequences, [as] the human driver can no longer be the principal focus of accountability for road safety."[39]

[32] Department for Transport, Driving innovation – 38,000 jobs on the horizon as pilots of self-driving vehicles fast-tracked, 10 June 2025
[33] Centre for Connected and Autonomous Vehicles, About Us, (Accessed September 2025)
[34] Centre for Connected and Autonomous Vehicles, Guidance: Trialling automated vehicle technologies in public, 30 November 2019 (last updated 30 November 2023)
[35] Centre for Connected and Autonomous Vehicles, Guidance: Trialling automated vehicle technologies in public, 30 November 2019 (last updated 30 November 2023)
[36] Centre for Connected and Autonomous Vehicles, Code of Practice: vehicle authorisations and exemptions for more complex CAV trials, 30 November 2023
[37] Parliamentary Office of Science and Technology, Automated Vehicles, 2 August 2024
[38] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 2
[39] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 25

The Commission's final report highlighted the importance of a clear boundary between technology which assists a human driver (known as 'driver support features'), and technology which allows driving without human monitoring ('driving automation').

> *"Humans either pay attention or they do not. Once the person in the driving seat is told that they can divert their attention from the driving task, they cannot be held accountable for failing to notice problems."*
>
> ***Law Commission and Scottish Law Commission joint report into Automated Vehicles***[40]

The joint Commission recommended a distinct regulatory framework "to verify whether automated driving reaches the required standard to be treated differently from assisted driving."[41] To assist in the creation of this framework, the Commission recommended three new legal actors that should be used when determining cases involving AVs:

- **Authorised Self-Driving Entity (ASDE):** the vehicle manufacturer or software developer who puts an AV forward for authorisation as having self-driving features. The ASDE would be legally responsible for vehicles which are driving themselves on roads.
- **The User-In-Charge (UIC):** the human in the driving seat while a vehicle is driving itself. This individual must be in a position to operate the driving controls if required while an automated feature is engaged (unless that feature meets criteria for not requiring any UIC).
- **No User-In-Charge (NUIC):** for features that can operate without an UIC, a licensed NUIC operator would be responsible for oversight of that vehicle. This would be an organisation rather than an individual.[42]

Under the Commission's recommendations, a UIC using automated driving features "cannot be prosecuted for offences which arise from the dynamic driving task, [and] will have immunity from a wide range of offences related to the way the vehicle drives."[43] If automated features are in charge and cause poor or illegal driving, the issue would be resolved between the in-use regulator[44] and the ASDE.[45] However, as soon as the UIC takes control of the driving task, they become liable.[46] This creates a crucial question about how the automated functions let the UIC know they will be required to take over control.

[40] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 36
[41] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 13
[42] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, pp. 20-21
[43] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 36
[44] The regulator is currently being established by the Automated Vehicles Act Implementation Programme, which involves stakeholders including Centre for Connected and Autonomous Vehicles, the Department for Transport, the Department for Business and Trade, and the Driver and Vehicle Standards Agency, amongst others. (Source: Centre for Connected and Autonomous Vehicles, Automated Vehicles Act implementation programme, 26 February 2025)
[45] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 36
[46] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 36

Transition demands

An increasing number of AVs on the UK's roads will, over the next decade, operate on a UIC basis. This means that automated features will perform a significant amount of driving (or potentially all of the driving) without the need for monitoring from the human driver. However, it also means that the UIC may at times be required to intervene and take over controls. This requires a system that safely transitions the human from a 'passive' state while automation is taking place, to an 'active' state where they are monitoring controls and the wider environment. This is known as a 'transition demand'.

The 'transition demand' takes on an important function in the developing legal framework around AVs. Once a transition demand has been issued, the UIC becomes the driver and assumes full responsibility for taking back control and resuming manual driving.[47]

A transition demand is signalled to the UIC by a 'takeover request'. DfT has outlined illustrative examples of when these requests may be issued:

> *"A transition demand can be triggered in the case of emergencies, like system failures, or when the circumstances fall outside the specific area (such as location, time of day, road type, weather conditions) where an automated driving system is authorised to operate. […]*
>
> *"[A transition demand] could be planned or unplanned: an unplanned event refers to a situation that cannot be predicted beforehand but is considered highly likely to occur, such as changes in speed (slowing down or speeding up), road construction, bad weather, an approaching emergency vehicle, missing lane markings, or debris falling from a truck. In contrast, a planned event is one that is known ahead of time, such as a specific journey point like a highway exit, that necessitates a transition demand."*[48]

Both the Law Commission and DfT have highlighted the need for these takeover requests to be multi-sensory, including motion signals such as vibrations in addition to visual and audio alerts.[49] [50]

There is ongoing debate about whether non-driving related activities, such as reading a book or checking your phone, are safe to undertake while an AV is in control. In a January 2025 review, DfT concluded that clearer guidance on what constitutes a safe and effective takeover is needed. In a review of the research, it found that participants often struggled to properly disengage from non-driving activities, or did not recognise that continuing the activity compromised takeover safety.[51]

As AVs become more commonplace, drivers may become less practised and therefore less skilled at driving. They could be called upon to retake control of vehicles in challenging circumstances with little notice. This led the House of Commons Transport Committee to recommend that "the Government should set out a strategy for the future of human driving in

[47] Department for Transport, Regaining Situational Awareness as a User in Charge: Responding to transition demands in automated vehicles, January 2025, p. 13
[48] Department for Transport, Regaining Situational Awareness as a User in Charge: Responding to transition demands in automated vehicles, January 2025, p. 14
[49] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 31
[50] Department for Transport, Regaining Situational Awareness as a User in Charge: Responding to transition demands in automated vehicles, January 2025
[51] Department for Transport, Regaining Situational Awareness as a User in Charge: Responding to transition demands in automated vehicles, January 2025, p. 6

a world of self-driving vehicles," including possible changes to driving tests.[52] The Transport Committee's investigation is covered in more detail in section 2.2 below.

Failure to respond to a transition demand

The Law Commission's joint report into AVs called the issue of what happens if a human driver fails to respond to a takeover request "one of the most controversial issues" in AV development.[53]

In theory, if the human driver does not respond to a takeover request within a certain timeframe, the vehicle will automatically issue a 'Minimum Risk Manoeuvre', which will bring the vehicle to a 'safe stop'.[54] The ability for an AV to perform this manoeuvre is often cited as a key difference between level three and level four automation, with level three requiring the human driver to achieve the 'minimum risk manoeuvre', and level four having functions that allow the vehicle itself to achieve it.[55]

However, in practice the ability for an AV to perform a 'safe stop' is more complex and problematic, as outlined in the Law Commission's report:

> *"It may entail automatically bringing the vehicle to a stop within its current travel path, or it may entail a more extensive manoeuvre designed to remove the vehicle from an active lane of traffic and/or to automatically return the vehicle to a dispatching facility*."[56]

The Law Commission recommended that the UIC should be held responsible for driving at the end of the transition period whether or not they have taken control, and that immunity from criminal offences should stop at that point.[57] What action should be taken when there is no response from the UIC is still unclear. The 2024 Act (see next section) only specifies that "the vehicle will deal safely with a situation where the user-in-charge fails to assume control by the end of the transition period."[58]

The Automated Vehicles Act 2024

The Law Commission's joint review recommended that new primary legislation was required to provide a sufficient framework for regulation for AVs.[59] The Automated Vehicles Act was passed in May 2024.[60] It put many of the joint Law Commission recommendations onto the statute book, or created the grounds for subsequent regulations to bring more detailed laws into practice. The Act is wide-ranging and contains 100 sections and six schedules. Key measures include:

[52] House of Commons Transport Committee, Self-driving vehicles, 15 September 2023
[53] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 42
[54] ISO, Intelligent transport systems — Minimal risk manoeuvre (MRM) for automated driving — Part 1: Framework, straight-stop and in-lane stop, (Accessed 23 October 2025)
[55] Synopsis, The 6 Levels of Vehicle Autonomy Explained, 15 February 2025
[56] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 42
[57] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 43
[58] Automated Vehicles Act 2024, Section 7
[59] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 11
[60] See https://www.legislation.gov.uk/ukpga/2024/10/contents for full text of the Act.

- The creation of a requirement for each automated vehicle to have a designated ASDE to ensure standards and be the body responsible for meeting and complying with various regulations related to the vehicle.[61]
- A definition of 'transition demand' in law, and setting out a checklist of requirements[62] that subsequent secondary legislation must enforce on future transition demands.[63]
- Creating a requirement for the Secretary of State to keep a register of automated vehicle authorisations, as well as creating regulations for the suspending or withdrawing of these authorisations.[64]
- Defining the concept of the UIC in law,[65] and specifying that a UIC would not commit an offence relating to the way the vehicle was driven if the individual was the UIC at the time the offence was committed.[66] [67]

Much of the detail of the legal framework to support AVs is expected to be set out in secondary legislation over the next two or three years.

2.2 Scrutiny of AV policy development

As well as the primary legislation and the work of the Law Commissions mentioned above, other bodies have also scrutinised the development of AVs and AV policy. The House of Commons Transport Committee published a report entitled 'Self-driving Vehicles' in September 2023.

The Committee said that AVs' potential to "revolutionise transport" is obvious, but that many challenges remain. It said "there may be a delicate balance to be struck between remaining at the forefront of innovation and keeping the wider public on board."[68] On the expectations of what AVs can deliver for the UK, the Committee said:

> *"Self-driving vehicles that can go anywhere at any time remain purely hypothetical, but in more circumscribed forms they can become reality. Nobody is likely to be taking a self-driving vehicle the whole way from Land's End to John o' Groats anytime soon, if ever, but self-driving bus services may become commonplace sooner rather than later."*[69]

The Committee came to several conclusions and made a set of recommendations, including the following.

- The Government must ensure the introduction of self-driving vehicles is responsive to the wider population and meets the UK's transport goals.[70]

[61] Automated Vehicles Act 2024, Section 6
[62] This checklist includes the transition demand will be capable of being perceived by anyone who might legally be a UIC of the vehicle; it will be long enough for the UIC to prepare to assume, and assume, control of the vehicle; and the vehicle will deal safely with a situation where the UIC fails to assume control by the end of the transition period.
[63] Automated Vehicles Act 2024, Section 7
[64] Automated Vehicles Act 2024, Section 10
[65] An individual is the "user-in-charge" of a vehicle if (a)the vehicle is an authorised automated vehicle with an authorised user-in-charge feature; (b)that feature is engaged, and (c)the individual is in, and in position to exercise control of, the vehicle, but is not controlling it. (See Automated Vehicles Act 2024, Section 46)
[66] House of Lords Library, Automated Vehicles Bill. 21 November 2023, p. 21
[67] Automated Vehicles Act 2024, Chapter 1
[68] House of Commons Transport Committee, Self-driving Vehicles, 5 September 2023, p. 3
[69] House of Commons Transport Committee, Self-driving Vehicles, 5 September 2023, p. 15
[70] House of Commons Transport Committee, Self-driving Vehicles, 5 September 2023, p. 15

- The Government's proposed ambition that self-driving vehicles must be as safe as a competent and careful human driver is "too weak and too vague." The Government should set a clearer, more stretching threshold.[71]
- Not enough attention has been paid to the impact of AVs on human drivers.[72]
- A safety-led culture around AVs will require wide access to data, and this must be a higher priority than commercial confidentiality.[73]
- The development of AVs "is a British success story", and failure to put in place a robust regulatory framework "will do significant and lasting damage both to the UK's self-driving vehicle industry and to this country's reputation as a trailblazer."[74]

3 Equality, data and privacy considerations

3.1 The potential of AVs to improve equality

A frequently cited benefit of AVs is increased accessibility for individuals with disabilities and for older adults. AVs have the potential, in removing the need for a human driver, to provide independence and mobility for those who cannot or are less able to drive conventional vehicles.[75]

In August 2024, transport research organisation TRL and the Research Institute for Disabled Consumers published a joint report into the potential benefits of AVs for those with accessibility issues. These included the following.

- The potential to give Disabled people a greater amount of freedom when travelling, thus reducing the reliance on others to meet their needs.[76]
- Removing 'first and last mile'[77] challenges currently faced by Disabled users, and making door-to-door travel a reality.
- Reducing feelings of "judgement or burden on Disabled users," compared with using public transport. The report states that "such feelings are currently experienced by Disabled people when using non-automated shared transport modes, particularly when asking for individual needs to be met."[78]

[71] House of Commons Transport Committee, Self-driving Vehicles, 5 September 2023, p. 35
[72] House of Commons Transport Committee, Self-driving Vehicles, 5 September 2023, p. 35
[73] House of Commons Transport Committee, Self-driving Vehicles, 5 September 2023, p. 36
[74] House of Commons Transport Committee, Self-driving Vehicles, 5 September 2023, p. 36
[75] European Commission, Automated vehicles: a game-changer for inclusive mobility?, 14 May 2025
[76] TRL and Research Institute for Disabled Consumers, The impact of automated transport on disabled people, August 2024, p. 22
[77] 'First and last mile' refers to a concept in transport policy making. The first mile refers to the initial connection from the residence, and the last mile is the final leg to a person's place of work or 'urban resource'. These first and last miles are often the most arduous part of a journey. (Source: Liftango, Solving the First Mile/Last Mile Problem)
[78] TRL and Research Institute for Disabled Consumers, The impact of automated transport on disabled people, August 2024, p. 22

- Decreased travel time in private automated transport through more optimised and direct routing compared with public transport.[79]

However, the report also cited barriers for Disabled people that required more focused work. These included making all stages of a journey accessible in order to facilitate the use of shared AVs for Disabled people, particularly in terms of the 'pre-journey' prior to boarding an AV. Concerns about the safety of AVs were also raised, alongside the need for immediate assistance in instances where technology goes wrong.[80]

More generally, concern has been raised about an unequal distribution of risk related to AVs. This includes concerns about how AVs make decisions, particularly if the designers of software are from a particular demographic group. The Royal Society for the Prevention of Accidents highlighted the need for extensive testing to ensure that AVs "can identify individuals of all races and ethnicities in different daylight conditions, individuals wearing robes and skirts and individuals in different kinds of wheelchairs and mobility scooters."[81] If AVs are unable to recognise these differences, it could put pedestrians from different demographic groups or with certain protected characteristics at increased risk.

Others have suggested a need for a database documenting types of religious or cultural clothing that AV developers may otherwise have been unaware of. This database could include how the road-crossing behaviour of visually-impaired people aided by guide dogs may differ from 'typical' behaviour that a software may have been trained on.[82]

3.2 Data and privacy

Much of the technology around AVs relies on processing large amounts of data. This includes some degree of personal data, and creates questions and challenges around privacy and cyber-security.

While most of the data that AVs handle relates to the external driving environment (e.g. external vehicle flows, road layout, and environmental data), cyber-attacks could also target private data, including personal and sensitive information about the AV's registered owner such as their driving habits, and how much time they spend in their vehicles.[83]

Other issues related to privacy and data include the following.

- Location data is necessarily collected and used in AVs for navigation purposes. The US Supreme Court noted that, as a result, AVs could generate "a precise, comprehensive record of a person's public movements that reflects a wealth of detail about their familial, political, professional, religious, and sexual associations."[84]
- AV manufacturers or ride hailing companies may share data with third parties who could use it to try to target individuals with advertisements based on their habits.[85]

[79] TRL and Research Institute for Disabled Consumers, The impact of automated transport on disabled people, August 2024, pp. 22-23
[80] TRL and Research Institute for Disabled Consumers, The impact of automated transport on disabled people, August 2024, p. 30
[81] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 28
[82] Law Commission and Scottish Law Commission, Automated Vehicles: joint report, 25 January 2022, p. 28
[83] Parliamentary Office of Science and Technology, Automated Vehicles, 2 August 2024, p. 19
[84] Norton Rose Fulbright, The Privacy Implications of Autonomous Vehicles, 17 July 2017
[85] Bloomberg Law, Tech & Telecom, Professional Perspective - Privacy Implications of Autonomous Vehicles, November 2021

- Data about individual's habits could also put them at risk of physical harm or stalking.[86]

The Automated Vehicles Act 2024 states that AV data would be subject to the same rules and regulations as all personal data under the Data Protection Act 2018.[87]

Cyber-security

The House of Commons Transport Committee highlighted the cyber-security risks posed by automated vehicles in its 2023 report. It said that "Self-driving vehicles pose cybersecurity risks, broadly because of their connected rather than automated capabilities."[88] In evidence to the Transport Committee, cyber security firm NCC Group defined a connected vehicle as "a vehicle equipped with wireless communications technology that enables data transfer with other vehicles, infrastructure, or other networks."[89] The Committee heard from cyber-security experts about the risks of AVs being hacked, which could include interference with the steering, braking, acceleration or any other automated part of the vehicle.

Others have raised concerns about the use of AVs in potential terrorist attacks, which could cause large-scale chaos across transportation networks, and money-making cyber-attacks, which could target AV hardware with the aim of disabling the vehicle until a ransom is paid.[90]

4 Automated vehicles in London

Commercial passenger AVs, colloquially known as 'Robotaxis', are a common sight in some US cities, including San Francisco, Los Angeles and Austin. However, London presents a much greater challenge for AVs to navigate than these US cities, which are often laid-out in a 'grid' system with wide lanes and no roundabouts, thus providing a simpler and more predictable environment for AVs.[91]

In 2019, Transport for London (TfL) published its first position statement on AVs, as well as guidance for trials in London. Both documents were updated in 2025. In the 2025 documents, TfL set out five key outcomes that it believes should be embedded in AV delivery:

- A safer road network in which death and serious injury are eliminated and people feel safe to choose active travel and use public transport.
- A more efficient and reliable road network which prioritises Healthy Streets[92] and active, sustainable and efficient modes of travel, as well as supporting efficient freight and servicing.

[86] Nguyen, T.-H. et al. (2022). Emerging Privacy and Trust Issues for Autonomous Vehicle Systems. in 2022 International Conference on Information Networking (ICOIN). 52–57
[87] Automated Vehicles Act 2024, Explanatory Notes, p. 11
[88] House of Commons Transport Committee, Self-driving Vehicles, 5 September 2023, p. 24
[89] House of Commons Transport Committee, Written evidence submitted by the NCC Group (SDV0011), p. 3
[90] Seetharaman, A. et al. (2021). Impact of Factors Influencing Cyber Threats on Autonomous Vehicles. Appl. Artif. Intell., Vol 35, 105–132
[91] Wired, Why London's streets are a total nightmare for self-driving cars, 31 May 2019
[92] 'Healthy Streets for London' is a Mayoral policy document, published by the Mayor and TfL. It refers to a framework of policy guidance that aims to encourage more Londoners to walk, cycle and use public transport, and in turn improve air quality and reduce congestion. (Source: Mayor of London, Healthy Streets).

- A more accessible road network, which expands access to travel and reduces journey times for people with accessibility needs.
- Achieving air quality and carbon reduction to support the global air quality guidelines and London's climate targets.
- A more secure road network which safeguards vulnerable persons and the [data] privacy of both users and non-users.[93]

TfL also states that the "primary benefit put forward for [AVs] is a potential reduction in road danger," while acknowledging that "considerable uncertainty [remains] around the potential for safer driving."[94]

4.1 What do the public think of AVs?

Research carried out by automotive data firm HPI found that Londoners were the most trusting of AV technology of respondents from all UK regions. Its survey of over 2,000 UK adults found that 21 per cent of Londoners would trust a driverless car and feel comfortable traveling in one. This was the highest percentage in the UK, and was followed by 19 per cent of those from the East of England and 18 per cent from the West Midlands.[95] However, the national statistics from the study show that 57 per cent of those surveyed had concerns about losing control of an AV, while 35 per cent had concerns about the reliability of the technology.[96]

Outside of London, concerns about safety were also echoed by a 2023 study from the Institute of Mechanical Engineers, who found that seven out of ten participants would be uncomfortable travelling in an AV with no human control.[97] Over half the people interviewed for this study (56 per cent) said they were unhappy with being on a road with a mix of autonomous and non-autonomous cars, while a majority (53 per cent) wanted driverless cars clearly marked with both a special light and written sign or image on the vehicle.[98]

4.2 AV trials in London

Under current national regulations, AVs can be trialled on highways in London.[99] Trials must follow DfT's code of practice.[100] TfL has also published its own guidance for trials, which was developed in consultation with London Councils and individual boroughs.[101] TfL states:

> *"Trialling organisations do not always need permission from TfL to run a trial in London, however we encourage trialling organisations to let us know about trials and to also follow our guidance."*[102]

[93] Transport for London, TfL's approach to automated vehicles, 2025, p. 4
[94] Transport for London, TfL's approach to automated vehicles, 2025, p. 3
[95] HPI, Driverless Cars Research UK: Shifting Public Attitudes Towards Autonomous Vehicles, 6 February 2025
[96] HPI, Driverless Cars Research UK: Shifting Public Attitudes Towards Autonomous Vehicles, 6 February 2025
[97] Institution of Mechanical Engineers, Public Perceptions: Autonomous Vehicles – Survey Results, 31 August 2023
[98] Institution of Mechanical Engineers, Public Perceptions: Autonomous Vehicles – Survey Results, 31 August 2023
[99] Transport for London, TfL's approach to automated vehicles, 2025, p. 3
[100] Department for Transport, Code of Practice: automated vehicle trialling, 30 November 2023
[101] Transport for London, Connected and Automated Vehicles: guidance for London trials, January 2025
[102] Transport for London, TfL's approach to automated vehicles, 2025, p. 3

The guidance states that TfL provides the first initial point of contact for trials, and will play a coordinating role in working with boroughs and other stakeholders. Those conducting trials are also advised to inform TfL of the trial objectives, aspects of technology being trialled, vehicle and driver details (including the number of safety operatives), and emergency contact details in case a trial vehicle is involved in an accident.[103]

Several AV trials have taken place in London, all of which have required a safety driver on board.[104] Examples of these trials include the following.

- A 2018 trial undertaken by private hire firm Addison Lee in partnership with tech firm Oxbotica to 3D map Canary Wharf, with the aim of delivering self-driving services by 2021, as well as creating "detailed, digital maps of more than 250,000 miles of public roads in and around the capital."[105] The 2021 target was not met.
- A 2019 demonstration of self-driving cars, conducted by Oxbotica, on public roads around the Olympic Park area of Stratford. A safety driver was in the front seat ready to take control.[106]
- Testing in London by ServCity, a research programme with partners including Nissan and transport research group TRL. The cars undertook public road testing in London at TRL's Smart Mobility Living Lab between 2020 and 2023.[107]
- Supermarket chain Asda and AI company Wayve launched a year-long trial in 2023 in the Park Royal area of West London to deliver shopping in automated delivery vehicles. A safety driver and an Asda employee were present in the vehicles.[108]

The fast-tracking of commercial trials for 2026

Subject to Government and TfL final confirmation, spring 2026 will see the first trials of AVs in London without the need for a safety driver.

In June 2025, DfT announced that it would fast-track AV pilots to spring 2026. It said:

> *"Firms will be able to pilot small scale 'taxi- and bus-like' services without a safety driver for the first time [in 2026] – which could be available to members of the public to book via an app – before a potential wider rollout when the full Automated Vehicles Act becomes law from the second half of 2027."*[109]

The UK Government is currently running a consultation on the regulatory regime around these trials. This is due to close on 5 March 2026.[110]

Wayve and Uber have announced plans to launch public-road trials of level four AVs in London in spring 2026.[111] Uber has described these trials as "the largest market where Uber

[103] Transport for London, Connected and Automated Vehicles: guidance for London trials, January 2025, p. 5
[104] The Guardian, 'They're living in fantasy land': Uber to trial self-driving taxis in London next spring, 10 June 2025
[105] TTI, Addison Lee Group and Oxbotica to bring self-driving vehicle services to London by 2021, 23 October 2018
[106] The Guardian, 'It's going to be a revolution': driverless cars in new London trial, 3 October 2019
[107] TRL, ServCity Nissan autonomous vehicles trials, 23 July 2024
[108] Wayve, Asda and Wayve launch UK's largest self-driving grocery home delivery trial, 17 April 2023
[109] Department for Transport, Driving innovation – 38,000 jobs on the horizon as pilots of self-driving vehicles fast-tracked, 10 June 2025
[110] Department for Transport and Centre for Connected and Autonomous Vehicles, Developing the automated vehicles regulatory framework, 4 December 2025
[111] Uber Investor, Wayve and Uber Partner to Launch L4 Autonomy Trials in the UK, 10 June 2025

has announced an intention to pilot autonomous vehicles."[112] It is not yet clear whether customers will be able to use the trial vehicles,[113] and the trials are expected to be fairly small-scale before a wider roll-out in 2027.[114] Wayve uses AI machine learning technology in its AVs that it claims is more suited to the complex nature of London's roads than AVs that rely on a more hand-coded method, where code is written by humans and then followed like instructions.[115]

In October 2025, Waymo (the AV company owned by Google which relies more on pre-mapped routes rather than solely on machine-learning as Wayve does) announced that trials of its autonomous ride-hailing service would begin in London in 2026.[116] In December 2025, Waymo shared an image on social media showing one of its self-driving Jaguar I-Pace cars crossing Abbey Road zebra crossing near St John's Wood.[117]

Waymo v Wayve: two different models for AVs

Waymo is arguably the most successful example of AV, as it has been operating in several US cities for several years.[118] It works on a "hybrid system" which combines AI elements, high-definition maps, and hand-coded instructions. It requires a significant degree of reliance on systems it has been taught: "the system has been told what a stop sign looks like, where most of them are, and that it must stop at one when it's red."[119] This made it easier to deploy these vehicles in 'grid-like' cities such as San Francisco, but could mean more geographically complex and unpredictable cities such as London prove more challenging.

Wayve, the start-up that has said it will trial level four AVs in London in spring 2026, relies on a different model. It uses a machine learning approach where the AV does not need pre-loading with maps or human-inputted code. Instead, the AI within the car 'learns' unsupervised from real life data.[120] Some have argued that this model may allow AVs to operate more effectively in geographically complex cities such as London.

4.3 Could AVs have a negative impact on emergency vehicles in London?

Concern has been raised in some cities where AVs operate about the impact they can have on emergency vehicles. In 2023, Forbes reported that there were "at least 74 known

[112] Uber Investor, Wayve and Uber Partner to Launch L4 Autonomy Trials in the UK, 10 June 2025
[113] BBC News, Uber brings forward trialling driverless taxis in UK, 10 June 2025
[114] BBC News, Uber brings forward trialling driverless taxis in UK, 10 June 2025
[115] Wayve, Learning to drive like a human, 3 April 2019
[116] Waymo, Hello London! Your Waymo ride is arriving, 15 October 2025
[117] RAC, Waymo's self-driving cars now driving in London, 15 December 2025
[118] Forbes, Google's Waymo Now Obviously The Leader In Self-Driving Cars, 20 August 2024
[119] Wired, Wayve's AI Self-Driving System Is Here to Drive Like a Human and Take On Waymo and Tesla, 13 December 2024
[120] Wired, Wayve's AI Self-Driving System Is Here to Drive Like a Human and Take On Waymo and Tesla, 13 December 2024

'disruptive episodes' between the San Francisco Fire Department and AVs from Cruise and Waymo."[121] Several instances have received media attention in San Francisco, including:

- A January 2023 incident where a firefighter reported a driverless car that "'kept driving towards [the] fire scene and was going to run over our hoses and possibly put our firefighters at risk.' That firefighter had to yell, bang on the hood and eventually smash a window to force the vehicle to stop."[122]
- A Waymo vehicle that turned into the path of an emergency vehicle, and then subsequently did not move out of its path, despite lights and sirens being on.[123]
- Two Waymo vehicles failing to reduce speed when approaching a fire crew working on a road around a fallen tree. The firefighter involved raised concerns that if it had been dark, the Waymo vehicles may not have stopped in time and would have put fire personnel at risk.[124]

Some have argued that AVs such as Waymo and Cruise have been programmed to adopt cautious and highly conservative driving styles. In turn, this can cause them to "slam on the brakes unexpectedly and get rear-ended," or be "frozen with indecision for so long that [it] impedes the work of firefighters or paramedics."[125]

Protests were held outside now-defunct AV operator Cruise in 2023 after reports of one of its robotaxis blocking an ambulance with a patient on board who later died.[126] [127] Cruise, which was owned by General Motors (GM), subsequently had its license suspended by the California Department of Motor Vehicles.[128] In December 2024, GM stopped funding Cruise as a separate project, and rolled its AV work into GM's in-house development teams.[129]

An approach to emergency vehicle access in London is not covered in TfL's 'Approach to AVs' document from January 2025, or in its guidance for AV trials in London.

4.4 What will more AVs mean for London's roads?

Introducing AVs onto London's complex road network presents multiple challenges. Academic research has noted that less attention has been given to the nature of roads in cities, and how these can prove a complex challenge for AVs. A 2023 academic paper published in the Sustainability journal categorised roads into the following five types.

- **Dedicated guideways**: advanced infrastructure that is capable of guiding AVs and protecting them from unexpected interactions with pedestrians and other road users. Dedicated guideways will either have been purpose built specifically for automated driving, or will be in suitable existing areas with full access control.

[121] Forbes, The Mystery Around A Robotaxi, The Fire Department And A Death In San Francisco, 31 August 2023
[122] Forbes, The Mystery Around A Robotaxi, The Fire Department And A Death In San Francisco, 31 August 2023
[123] See https://www.documentcloud.org/documents/23919239-av_reports_2_redacted/#document/p4/a2375925, p.7
[124] See https://www.documentcloud.org/documents/23919239-av_reports_2_redacted/#document/p4/a2375925, p. 9
[125] Understanding AI, Do driverless cars have a first responder problem?, 14 September 2023
[126] Tech Crunch, Protestors rally at Cruise HQ in San Francisco, 4 September 2023
[127] Cruise denied the accusation that its AVs hindered the ambulance from getting away from the emergency.
[128] CNBC, California DMV suspends Cruise's self-driving car permits, effective immediately, 24 October 2023
[129] Motortrend, GM Ends Troubled Cruise Division as Standalone Robotaxi Business, 10 December 2024

- **Expressways**: roads where surrounding vehicles are moving in the same direction; other road users (for example pedestrians) seldom occur.
- **Well-structured roads**: clear lane markers and complete traffic signals are accessible; a large number of other road users such as pedestrians and bicycles exist.
- **Limited structured roads**: road lane markers and traffic signs are incomplete or even unavailable. The road may be covered by flood, ice, or dirt such that lane markers are invisible; some wild animals, pedestrians, vehicles, and other road users exist in the surroundings.
- **Disorganised areas**: surroundings are constituted by huge crowds of people, bicycles, motors, and other road users; space suitable for driving is usually limited; assistance from nearby intelligent infrastructure is inaccessible.[130]

London, in contrast to grid-like cities such as San Francisco, has more roads in the category of 'limited structured', and even some areas which lean closer towards the final category of 'disorganised.'[131] The Institution of Mechanical Engineers has said that one of the biggest challenges an AV trial would face "is the country's [and London's] winding and weather-beaten road network."[132] The increased number of pedestrians, cyclists and roundabouts in comparison to many US cities also poses a challenge.

> *"London is a particularly hard testing ground for a self-driving vehicle. It's sometimes called the Sinatra doctrine: 'If you can make it there, you can make it anywhere.' If you can deal with London's much more complicated city streets and demonstrate your technology works there, then Phoenix, Arizona, looks like a breeze."*
>
> ***Jack Stilgoe, University College London***[133]

Roundabouts in London have proved a particular challenge for AV development. According to a 2019 Wired article:

> *"Drivers have to read human cues, make assumptions, take risks and resort to tactics which, strictly speaking, bend or break the rules. Unlike neat 90-degree intersections, roundabouts can have half a dozen arms flowing in and out of them at random angles, with cars speeding up, slowing down and cutting across lanes.*
>
> *Anyone who's had to negotiate the Hyde Park Corner loop, the curl around Elephant and Castle or Piccadilly Circus – all flooded with tourists, cyclists, cabs and double-decker buses – will know what AVs are up against."*[134]

[130] Chen et al, A Taxonomy for Autonomous Vehicles Considering Ambient Road Infrastructure, *Sustainability 15(14)*, 19 July 2023
[131] Chen et al, A Taxonomy for Autonomous Vehicles Considering Ambient Road Infrastructure, *Sustainability 15(14)*, 19 July 2023
[132] Institution of Mechanical Engineers, UK roads pose unique challenges for government's driverless car ambitions, 1 July 2025
[133] Institution of Mechanical Engineers, UK roads pose unique challenges for government's driverless car ambitions, 1 July 2025
[134] Wired, Why London's streets are a total nightmare for self-driving cars, 31 May 2019

Some sources have raised concerns that AVs could diminish the role of the pedestrian in urban life.[135] In his Transport Strategy, the Mayor warned that "if autonomous vehicles make car use more appealing and easier to do, people may walk around their neighbourhoods less."[136] The Mayor and TfL's 'Healthy Streets' approach was launched in 2017, and aims to reduce car use and encourage Londoners to walk, cycle and use public transport more.[137] The central aim of the Mayor's Transport Strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.[138]

The Mayor has also cited some potential benefits of AVs for London's roads, including improving how efficiently road space is used, and through "route choice that avoids congested areas, optimising gaps between vehicles or simultaneous acceleration at junctions."[139] His Transport Strategy states that high-occupancy AV services (such as conventional buses or demand-responsive services) could contribute to a shift away from car use.[140]

Other considerations raised by the Mayor's Transport Strategy include the following.

- If managed correctly, AVs could make travel easier for older and Disabled people and reduce road danger.[141]
- 'Proposal 106' of the strategy states: "The Mayor, through TfL and working with the DfT and other stakeholders, will adopt an appropriate mix of policy and regulation to ensure connected and autonomous vehicles develop and are used in a way that is consistent with the policies and proposals of this strategy."[142]

4.5 London Assembly scrutiny of AVs

In a 2018 report on future transport, the London Assembly's Transport Committee cited the potential benefits of AVs being programmed to travel more closely together, perhaps in convoy, which could create more space for other road users. However, it also noted a consensus that for these benefits to be realised, there would have to be a very high number of AVs on London's roads.[143]

The Committee also raised concerns about AVs merely replicating current high levels of personal car use:

> *"Put simply, people who currently drive very little or not at all may decide to take advantage of [AVs] by travelling in cars more often. If this happens on a large scale, this would mean [AVs] may contribute to traffic congestion, and/or prevent a hoped-for shift towards more sustainable transport modes."*[144]

[135] The Guardian, The car made pedestrians second-class citizens. Don't let driverless vehicles push us off the road altogether, 12 June 2025
[136] Mayor of London, Mayor's Transport Strategy, March 2018, p. 279
[137] Transport for London, Healthy Streets, (Accessed September 2025)
[138] Transport for London, The Mayor's Transport Strategy
[139] Mayor of London, Mayor's Transport Strategy, March 2018, p. 283
[140] Mayor of London, Mayor's Transport Strategy, March 2018, p. 284
[141] Mayor of London, Mayor's Transport Strategy, March 2018, p. 284
[142] Mayor of London, Mayor's Transport Strategy, March 2018, p. 285
[143] London Assembly Transport Committee, Future transport How is London responding to technological innovation?, February 2018, pp. 20-21
[144] London Assembly Transport Committee, Future transport How is London responding to technological innovation?, February 2018, p. 21

The Committee's recommendations included urging the Mayor and TfL to focus on the potential car-sharing benefits of AVs, rather than private use, as well as highlighting the potential for autonomous buses to reduce congestion in London.

Other points the Committee made in its investigation included:

- The Mayor and TfL should consider the potential development and impact of autonomous bus technology on London. This should include looking at the risks of changing the way bus services are staffed.[145]
- AVs may put the aim of reduced car use in jeopardy if they simply replace existing cars or encourage greater car use.[146]
- A broad consensus emerged over the course of the investigation that "the widespread rollout of advanced AVs - for instance, cars without a steering wheel - was more likely to occur over the period from 2030 onwards."[147]
- Westminster City Council told the Committee that increased use of AVs was the "greatest challenge faced by the draft Mayor's Transport Strategy as it is likely to increase driving, congestion, pollution (in the short term), and reduce bus passengers, probably cycling and even walking."[148]

The Assembly's Transport Committee also discussed AVs at the beginning of its meeting on 17 June 2025, in the context of Uber announcing trials of AVs in 2026. Christina Calderato, Director of Transport Strategy and Policy at TfL told the Committee:

> *"That is really what we need to be working out, how [AVs] work in the overall transport mix. In a similar way to what we have talked about in this session before with car clubs, there is a role where you can see that, if people do not need to own their own vehicles, having shared fleets that can do trips that need to be made by car could help you reduce traffic and congestion, but that needs to be done in the right way so that we are not just adding more vehicles into the transport mix. That is what we will be working on in terms of trying to make sure that we see the right objectives and outcomes from this."*[149]

TfL also re-stated its commitment to the Mayor's goal of 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. Christina Calderato told the Committee:

> *"The core objective in there, 80 per cent of trips will be made by sustainable means, walking, cycling, public transport, by 2041. Whenever we are talking about how new vehicle technology can help support the Mayor's Transport Strategy objectives, it is*

[145] London Assembly Transport Committee, Future transport How is London responding to technological innovation?, February 2018, p. 9
[146] London Assembly Transport Committee, Future transport How is London responding to technological innovation?, February 2018, p. 16
[147] London Assembly Transport Committee, Future transport How is London responding to technological innovation?, February 2018, p. 17
[148] London Assembly Transport Committee, Future transport How is London responding to technological innovation?, February 2018, p. 21
[149] London Assembly Transport Committee, Transcript of Agenda Item 5 – Transport for London's Taxi and Private Hire Action Plan 2025, 17 June 2025, pp. 1-2

> *within the context of providing for that 20 per cent of trips that needs to be made by car for whatever reason."*[150]

She confirmed to the Committee that AVs would form part of that 20 per cent of car trips.[151]

What will AVs mean for London's Black Cabs?

Concern has been raised about the impact of AVs on London's black cabs and private hire drivers.[152] This is in the context of declining taxi licenses being issued by TfL, leading to predictions that if the number of black cabs continues to fall at its current rate, there will be no cabs on London's roads by 2045.[153]

Despite these concerns, some within the black cab trade itself have expressed scepticism that AVs will negatively impact cab drivers. A spokesperson for the Licensed Taxi Drivers' Association (LTDA) has said:

> *"There's no chance of these driverless cabs encroaching on London's black cab industry. […] The consensus amongst people seems to be that passengers not only enjoy the chance to interact with human drivers, but feel much safer that it's not automated… and with a much lower risk of driver malfunction."*[154]

[150] London Assembly Transport Committee, Transcript of Agenda Item 5 – Transport for London's Taxi and Private Hire Action Plan 2025, 17 June 2025, p. 3
[151] London Assembly Transport Committee, Transcript of Agenda Item 5 – Transport for London's Taxi and Private Hire Action Plan 2025, 17 June 2025, p. 3
[152] Taxi Point, London Assembly Member raises 'cause for concern' over fast-tracked driverless Uber trials in London, 11 June 2025
[153] Centre for London, The Future of London's Black Cab Trade: Delivering a sustainable taxi trade for London, 19 March 2025
[154] Taxi Point, Driverless cars pose 'no chance' of threat to black cab trade despite Uber's autonomous readiness, says LTDA, 8 June 2025

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Hindi

यदि आपको इस दस्तावेज का सारांश अपनी भाषा में
चाहिए तो उपर दिये हुए नंबर पर फोन करें या उपर दिये
गये डाक पते या ई मेल पते पर हम से संपर्क करें।

Vietnamese

Nếu ông (bà) muốn nội dung văn bản này được dịch sang
tiếng Việt, xin vui lòng liên hệ với chúng tôi bằng điện
thoại, thư hoặc thư điện tử theo địa chỉ ở trên.

Bengali

আপনি যদি এই দলিলের একটা সারাংশ নিজের ভাষায় পেতে চান,
তাহলে দয়া করে ফো করবেন অথবা উল্লেখিত ডাক ঠিকানায় বা
ই-মেইল ঠিকানায় আমাদের সাথে যোগাযোগ করবেন।

Greek

*Εάν επιθυμείτε περίληψη αυτού του κειμένου στην γλώσσα
σας, παρακαλώ καλέστε τον αριθμό ή επικοινωνήστε μαζί
μας στην ανωτέρω ταχυδρομική ή την ηλεκτρονική διεύθυνση.*

Urdu

اگر آپ کو اس دستاویز کا خلاصہ اپنی زبان میں
درکار ہو تو، براہ کرم نمبر پر فون کریں
یا مذکورہ بالا ڈاک کے پتے یا ای میل
پتے پر ہم سے رابطہ کریں۔

Turkish

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Punjabi

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ਚਾਹੋ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਸ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ
ਉਪਰ ਦਿੱਤੇ ਡਾਕ ਜਾਂ ਈਮੇਲ ਪਤੇ 'ਤੇ ਸਾਨੂੰ ਸੰਪਰਕ ਕਰੋ।

Gujarati

જો તમારે આ દસ્તાવેજનો સાર તમારી ભાષામાં
જોઈતો હોય તો ઉપર આપેલ નંબર પર ફોન કરો
અથવા ઉપર આપેલ ટપાલ અથવા ઈ-મેઈલ સરનામા
પર અમારો સંપર્ક કરો.

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