

The London Assembly Transport Committee has launched an investigation into autonomous passenger vehicles. The investigation will:

- Explore whether and how autonomous passenger vehicles could be licenced for commercial operations in London, and what role the Mayor and TfL should play in this.
- Understand the impact of autonomous passenger vehicles, particularly in regard to employment in the taxi and wider private hire vehicle sectors, interactions with other road users and the ambitions in the Mayor's Transport Strategy, including 'Vision Zero', a traffic reduction of between 10 to 15 per cent, and the target for 80 per cent of all trips to be made by active modes or public transport.

We would like to invite those with knowledge of this topic to respond to this call for evidence. This will inform our recommendations.

## Background

Connected and autonomous vehicles (CAVs) are vehicles that can largely drive themselves without human input, combining digital data

transmission and automation technologies to make driving decisions.<sup>1</sup> CAVs which transport passengers are here referred to as 'autonomous passenger vehicles' (more commonly known as 'driverless taxis' or 'robotaxis').

Although autonomous passenger vehicles have not been rolled out on a commercial basis in the UK, several companies, including Uber and UK company Wayve, are seeking to obtain regulatory approval to transport passengers in CAVs in London as soon as this year.<sup>2</sup> Waymo, an Alphabet-owned company, which is also seeking approval for passenger trials, began testing on London roads without passengers and with a driver at the wheel this year.<sup>3</sup> Its current fleet comprises 24 vehicles.<sup>4</sup> Other operators have not confirmed how many vehicles they are planning to deploy.

Autonomous passenger vehicles are a common sight in some US cities. According to its own data, Waymo is currently providing approximately 500,000 paid rides every week, using over 3,000 vehicles deployed

<sup>1</sup> Caltrans, [Connected and Automated Vehicles](#) [accessed 28 April 2026]

<sup>2</sup> See for example: BBC News, [Uber and Lyft announce plans to trial Chinese robotaxis in UK in 2026](#), 22 December 2025 and Wayve, [Wayve and Uber Partner to Launch L4 Autonomy Trials in the UK](#), 10 June 2025

<sup>3</sup> Techcrunch, [London gets closer to its first robotaxi service as Waymo begins testing](#), 14 April 2026

<sup>4</sup> The Guardian, [US robotaxis undergo training for London's quirks before planned rollout this year](#), 29 January 2026

across ten US cities.<sup>5</sup> The company's average weekly trips have grown tenfold over the last two years.<sup>6</sup> Estimates from 2025 suggest that Waymo accounts for around one in four ride-hailing trips in San Francisco, surpassing the market share of Uber and Lyft.<sup>7</sup>

There is disagreement about the safety benefits associated with a large-scale deployment of automated passenger services. Those in favour typically state that autonomous cars are less likely to crash, with Waymo data showing that compared to an average human driver, its vehicles had 92 per cent fewer crashes.<sup>8</sup> However, those who are more sceptical argue that like-for-like comparisons between human—driven and autonomous vehicles are misleading<sup>9</sup> and that autonomous vehicles have not driven enough miles to assess safety performance.<sup>10</sup>

A key argument in favour of automated passenger services, and self-driving cars more broadly, is that they have the potential to boost the economy. The Government claims that self-driving vehicles could deliver

“huge economic benefits” for the UK by attracting international investment.<sup>11</sup> The Society of Motor Manufacturers and Traders estimate a UK-wide rollout of self-driving vehicles could deliver an economic benefit of £66bn by 2040.<sup>12</sup> However, others argue that the roll-out of automated passenger services could put the livelihoods of the over 380,000 licensed private hire and taxi drivers at risk.<sup>13</sup>

Some experts have also raised concerns around entrusting key elements of London's transport system to private companies, resulting ‘proprietary lock-in’, whereby transport in a city could become overly dependent on (in some cases foreign) private companies.<sup>14</sup> The Government in 2022 found that CAVs are attractive targets for cyber attacks and that ensuring cyber security is essential when developing them.<sup>15</sup> There is a risk of terrorist attacks causing large-scale chaos across the transport network and cyber attacks targeting a vehicle's hardware with the aim of disabling it until a ransom is paid.<sup>16</sup>

<sup>5</sup> TechCrunch, [Waymo's skyrocketing ridership in one chart](#), 27 March 2026

<sup>6</sup> TechCrunch, [Waymo's skyrocketing ridership in one chart](#), 27 March 2026

<sup>7</sup> The AV Market Strategist, [Waymo 27% Market Share, Tesla Loses \\$152B, Plus \\$1.2B SPAC](#), 9 June 2025

<sup>8</sup> Waymo, [Safety](#) [accessed 13 April 2026]

<sup>9</sup> Bloomberg, [We Still Don't Know if Robotaxis Are Safer Than Human Drivers](#), 6 January 2026

<sup>10</sup> Carnegie Mellon University, [How Safe is Safe Enough for Autonomous Vehicles](#), November 2022

<sup>11</sup> HM Government, [Connected & Automated Mobility 2025: Realising the benefits of self-driving vehicles in the UK](#), August 2022 (p.18)

<sup>12</sup> Society of Motor Manufacturers and Traders, [Connected and automated mobility revolution set to deliver £66bn prize by 2040](#), 1 November 2023

<sup>13</sup> The Telegraph, [A million job losses: Brace for Britain's driverless car revolution](#), 31 January 2026

<sup>14</sup> LSE Cities, [Beyond the Car Divide: fair transport policy for an autonomous mobility future](#), March 2026

<sup>15</sup> HM Government, [Connected & Automated Mobility 2025: Realising the benefits of self-driving vehicles in the UK](#), August 2022 (p.18)

<sup>16</sup> Seetharaman, A. et al. (2021) Impact of Factors Influencing Cyber Threats on Autonomous Vehicles, *Applied Artificial Intelligence*, 35(2), 105-132 <https://doi.org/10.1080/08839514.2020.1799149>

In 2019, TfL published its first position statement on CAVs, as well as guidance for trials in London. Both documents were updated in 2025. In the documents, TfL set out the key outcomes that it believes should be embedded in CAV delivery: a safer, more efficient and more accessible road network; achieving air quality and carbon reduction targets; and the safeguarding of vulnerable persons, as well as the privacy of users and non-users.<sup>17</sup>

## How to respond

The Committee welcomes any evidence relevant to the following questions:

1. How close are autonomous passenger vehicles to becoming a reality in London?
2. How will autonomous passenger vehicles navigate London's complicated road network?
3. What impact would the introduction of autonomous passenger vehicles have in London? We are particularly interested to hear about the impact on:
  - The Mayor's Transport Strategy targets, for traffic reduction, and increases in walking, wheeling, cycling and public transport
  - Safety and public purpose of London's roads

- Children, older and disabled people
- Accessibility and passenger safeguarding
- Cybersecurity
- Londoners' transport choices and risk to public transport ridership numbers
- London's taxi and private hire industry, particularly jobs.

4. What actions should the Mayor and TfL prioritise when engaging with operators intending to pilot autonomous passenger vehicles and what powers should they be seeking to regulate the sector?
5. What can the Mayor and TfL learn from trials and deployments of autonomous passenger vehicles in other countries?

**If you are responding on behalf of an organisation, in a professional capacity, or have knowledge of this topic, please send your submissions to [scrutiny@london.gov.uk](mailto:scrutiny@london.gov.uk). Please use 'Transport Committee call for evidence' as the subject title.**

You do not need to answer all questions. Please answer only those that you consider to be relevant to your own personal experience or your knowledge and expertise.

**Please respond by 26 June 2026.**

<sup>17</sup> Transport for London, [TfL's approach to automated vehicles](#), 2025

## What we will do with the responses

The results will be used to inform the London Assembly Transport Committee's investigation. Responses may be used to form part of a report or output from the Committee.

In the large majority of circumstances we will publish written submissions and the name of the individual or organisation that submitted it online. This is so that there is transparency about what evidence the Committee has received. Exceptions to this are usually applied where there is a legal reason for non-publication or if there is a safeguarding or welfare issue. If there is a reason that you would like your evidence not to be published with your name (submitted anonymously) or not to be published at all (submitted confidentially), please let us know and the Committee will consider the request. However, this cannot be guaranteed, and the Assembly may be required to release non-personally identifiable information if requested under the Freedom of Information Act 2000.

## About the London Assembly Transport Committee

The London Assembly consists of 25 elected London Assembly Members, who publicly examine the policies and programmes of the Mayor of London and relevant agencies through committee meetings, plenary sessions, site visits and investigations.

The Transport Committee examines all aspects of the capital's transport system in order to press for improvements for Londoners. The Committee pays particular attention to how the Mayor's Transport Strategy is being implemented, and looks closely at the work of Transport for London and other transport operators.

The members of the committee are:

- Caroline Russell AM (Chair)
- Elly Baker AM (Deputy Chair)
- Hina Bokhari OBE AM
- Neil Garratt AM
- Bassam Mahfouz AM
- Joan McCartney AM
- Sem Moema AM
- Keith Prince AM
- Thomas Turrell AM

## Contact us

|                            |   |
|----------------------------|---|
| <b>Email submissions</b>   | <a href="mailto:scrutiny@london.gov.uk">scrutiny@london.gov.uk</a><br>Please use 'Transport Committee call for evidence' as the subject title |
| <b>Further information</b> | Maurice Robering, Policy Adviser,<br><a href="mailto:Maurice.Robering@london.gov.uk">Maurice.Robering@london.gov.uk</a>                       |
| <b>Media enquiries</b>     | Alison Bell, Head of Communications,<br><a href="mailto:Alison.Bell@london.gov.uk">Alison.Bell@london.gov.uk</a>                              |