



Elly Baker AM
Chair, London Assembly Transport Committee
[by email]
Elly.baker@london.gov.uk

Andy Lord
Commissioner of Transport

Transport for London
Palestra
197 Blackfriars Road
London SE1 8NJ

andylord@tfl.gov.uk

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Dear Elly,

Thank you for your letter of 20 October setting out the London Assembly Transport Committee's response to our consultation on the detailed licensing requirements for pedicabs in London.

We are grateful for the Committee's continued scrutiny and constructive engagement. Your recommendations have been invaluable in shaping a robust regime that addresses safety, noise, consumer protection and the concerns raised by residents and businesses in central London.

Below, I have responded to each of the Committee's recommendations in turn.

Safety standards

The Committee asked TfL to develop and publish a clear, evidence-based safety standard covering core elements such as braking distance, lighting visibility and battery safety.

Safety has been central to the licensing framework we have developed. The new regulations set detailed requirements for brakes, lights, tyres, electrical systems, frame integrity and servicing, and require all vehicles to undergo an annual licensing inspection, supplemented by routine operator checks and on-street compliance activity. Regarding safety standards generally, we can also use existing standards where applicable, such as around battery safety for electric cycles.

We recognise, however, the Committee's call for further clarity around the evidence base underpinning these standards. As implementation progresses, we will undertake work to review and strengthen the technical standards where appropriate. This will include reviewing emerging evidence on braking performance, stability, lighting visibility, and battery safety, and publishing supplementary technical guidance as needed.

This approach ensures that safety continues to be enhanced as the licensing regime matures, while allowing the licensing regime to commence on schedule.

Cycle training

The Committee recommended that all pedicab riders complete Bikeability Level 3 training together with a dedicated pedicab module covering Vision Zero principles.

The new framework already requires drivers to pass a DVSA theory test (or hold a full driving licence) and a Safety, Equality and Regulatory Understanding (SERU) assessment tailored to pedicab operations. These measures ensure that drivers have a strong understanding of the Highway Code, road safety, passenger safety and their regulatory duties.

We agree that practical, cycle-specific training has merit. During consultation, however, many drivers and operators expressed concerns about affordability and accessibility of additional training requirements. For this reason, and to ensure the scheme remains proportionate at launch, Bikeability Level 3 will not be mandated.

Instead, we will work with training providers and the wider cycling sector to explore the development of a future pedicab-specific skills module, incorporating Vision Zero principles, once the industry has transitioned into the regulated environment.

Fares

We welcome the Committee's support for regulated, transparent fares. Under the new framework, TfL will set a maximum time-based fare, including a base fare and clear rules governing when journey time starts and ends.

We agree with the Committee that fare information must be clearly displayed. All licensed pedicabs will therefore be required to display fare information prominently to passengers, together with details on how to make a complaint, once regulations come into force. In the short-term, however, drivers will be given a leaflet to show customers.

This will ensure passengers know the maximum they can be charged before a journey begins and is consistent with your recommendation.

Designated stopping areas

The Committee has recommended that TfL establish designated stopping areas and limit pedicabs to using only those locations.

The new regulations provide strict rules on where pedicabs may stop or wait. Licensed pedicab drivers must not obstruct pavements, use taxi ranks, block bus

lanes or stop in restricted areas, except where explicitly permitted. These controls respond directly to longstanding concerns raised by residents, theatres and businesses.

At this stage, TfL is not proposing a pan-London network of designated stopping areas. Boroughs are best placed, on their roads, to determine appropriate kerbside arrangements, given the highly localised nature of pedicab activity and the competing demands on public space in central London.

We will, however, support boroughs that wish to identify suitable waiting or stopping locations and will keep the need for further spatial controls under review as the new regime beds in.

Licensing capacity

The Committee asked for clarity on expected licensing volumes and the steps being taken to ensure that the introduction of pedicab licensing does not add pressure to other licensing functions.

The staged implementation timetable is designed specifically to spread demand and ensure sufficient capacity is in place, with:

- driver applications opening in March 2026;
- operator licensing starting from August 2026;
- enforcement of driver and operator licensing beginning in October 2026;
- and vehicle licensing from January 2027 with enforcement from February.

Based on engagement during the consultation, where 95% of drivers who responded indicated they were likely to apply to become licensed, we anticipate a significant volume of applications. We have already begun expanding capacity in our Licensing and Regulation teams and will deploy additional temporary resource during peak periods to maintain service levels for taxi and private hire licensing.

We will publish anticipated licence volumes ahead of the driver application window opening.

Ongoing stakeholder engagement

We fully share the Committee's view that engagement must continue beyond the consultation period. We will therefore establish ongoing forums with boroughs, residents' groups, accessibility bodies, BIDs and the pedicab industry to support effective implementation.

This will be complemented by improved channels for public reporting, clear passenger information, and regular communication with Assembly Members and other stakeholders as the licensing regime progresses.

Thank you again for the Committee's thoughtful response and for your continued partnership in ensuring London's streets are safe, orderly and welcoming. The Committee's scrutiny has played an important role in shaping a regulatory framework that addresses longstanding concerns while setting clear, enforceable standards for the industry.

We look forward to continuing to work with you as implementation proceeds.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Andy Lord', with a large, stylized flourish at the end.

Andy Lord

Commissioner
Transport for London