

MDA No.: 1698

Title: Response to the Transport for London (TfL) consultation on pedicab regulations

1. Executive Summary

1.1 At the Annual meeting on 1 May 2013 the Assembly resolved:

That authority be delegated to Chairs of all ordinary committees and sub-committees to respond on the relevant committee or sub-committee's behalf, following consultation with the lead Members of the party Groups on the committee or sub-committee, where it is consulted on issues by organisations and there is insufficient time to consider the consultation at a committee meeting.

1.2 Following consultation with party Group Lead Members, the Chair is asked to agree the Committee's letter responding to TfL's consultation on pedicab regulations as attached at **Appendix 1**.

2. Decision

2.1 **That the Transport Committee's letter responding to TfL's consultation on pedicab regulations be agreed.**

Assembly Member

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature:



Printed Name: Elly Baker AM, Chair of the Transport Committee

Date: 3 March 2025

3. Decision by an Assembly Member under Delegated Authority

Background and proposed next steps:

- 3.1 The exercise of delegated authority agreeing the Committee's letter will be formally noted at the Committee's next appropriate meeting.

Confirmation that appropriate delegated authority exists for this decision:

Signature (Committee Services): *Hannah Barlow*

Printed Name: Hanah Barlow, Principal Committee Manager

Date: 27 February 2025


Financial Implications: NOT REQUIRED

Note: Finance comments and signature are required only where there are financial implications arising or the potential for financial implications.

Signature (Finance): Not Required

Legal Implications:

The Chair of the Transport Committee has the power to make the decision set out in this report.

Signature (Legal): 

Printed Name: Rory McKenna

Date: 3 March 2025

Email: rory.mckenna@london.gov.uk

Supporting Detail / List of Consultees:

- Caroline Russell AM, Deputy Chair;
- Keith Prince AM; and
- Hina Bokhari OBE AM.

4. Public Access to Information

- 4.1 Information in this form (Part 1) is subject to the FoIA, or the EIR and will be made available on the GLA Website, usually within one working day of approval.
- 4.2 If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary.
- 4.3 **Note:** this form (Part 1) will either be published within one working day after it has been approved or on the defer date.

Part 1 - Deferral:

Is the publication of Part 1 of this approval to be deferred? **NO**

If yes, until what date:

Part 2 – Sensitive Information:

Only the facts or advice that would be exempt from disclosure under FoIA or EIR should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form? **NO**

Lead Officer / Author

Signature: *Eleanor Haigh*

Printed Name: Eleanor Haigh

Job Title: Senior Policy Adviser

Date: 27 February 2025

Countersigned by Executive Director:

Signature: *Helen Ewen*

Printed Name: Helen Ewen, Executive Director, Assembly Secretariat

Date: 3 March 2025



Elly Baker AM
Chair of the Transport Committee

Andy Lord
TfL Commissioner
(Sent by email)

4 March 2025

Dear Andy,

I am writing to submit the London Assembly Transport Committee's views to Transport for London's (TfL) consultation on pedicab regulations.

The Committee last took evidence on the issues around pedicabs in 2017.¹ Individually, Committee Members have continued to hear concerns raised about the way pedicabs operate in London since then. We therefore welcome the long-overdue Pedicabs (London) Act 2024. The Committee supports TfL's intention and approach to establish a regulatory framework for their operation in London. The Committee believes the Government should consider ways to enable local authorities to respond to new types of vehicles more swiftly in the future.

We have heard about various issues with pedicabs resulting from a lack of regulation to date that need to be addressed. TfL's consultation survey includes several questions on issues that need to be considered as part of the regulations. The Committee does not seek to provide a response to each specific survey question, its response will focus on the following key areas: safety, fares, nuisance noise, parking, working conditions and engagement.

Safety

¹ London Assembly Transport Committee, [Transcript of Agenda Item 7 – Pedicabs](#), December 2017, p. 20

The Committee believes that safety regulations for pedicabs must include consideration of both the pedicab vehicle and the pedicab rider. We have heard that pedicabs must be specifically designed for carrying passengers, and should include the following safety features:

“... they need a safety belt, they need a full lighting system, they need indicators and brake lights, as I said earlier, handholds, a bar that goes behind the rider, the rider always at the front, wheels that are strong enough to carry the weight that a pedicab will carry, and a maximum of three passengers who must be seated at all times.”²

The Committee welcomes TfL’s proposal as part of this consultation that pedicab vehicles will require regular inspection to check the condition of the vehicle to ensure it remains safe.³ The Committee believes that TfL should set a safety standard for pedicab vehicles and that the regulations and licensing requirements for pedicabs, including vehicle standards, should be similar to those that apply to taxi and private hire vehicles. The Committee supports TfL’s suggestion in this consultation that there should be restrictions on additional equipment, such as sound systems, digital advertising screens and decorative items that could cause a safety hazard.

Recommendation 1: Ahead of the introduction of pedicab regulation, TfL should conduct and publish research into pedicab vehicle safety and should subsequently set a minimum safety standard as part of the regulation.

The Committee believes that to ensure pedicab rider safety, checks should apply to the individuals operating pedicabs, such as an enhanced DBS check. The Committee also believes that pedicab riders should undergo Advanced Cycle Skills⁴ training and have appropriate insurance. Chris Smallwood, then spokesperson for the London Pedicab Operators Association, told the Committee that pedicab riders should have training and suggested that the appropriate training for riders is via the National Cycling Standard Level 3 with a pedicab module.⁵ Cycling UK states that BugBugs, a pedicab operator, train its riders to Bikeability Level 3, plus an extra pedicab module that has been designed along with Cycling UK.⁶ The Committee believes that TfL should establish a pedicab module that pedicab riders must complete alongside the Bikeability Level 3 training.

The Committee also believes that pedicab riders must have an appropriate understanding of the safety, equality and regulatory requirements that apply to them, in the same way as private hire vehicle drivers. The Committee therefore believes that TfL should establish a safety, equality and regulatory understanding (SERU) assessment for pedicab riders.

Recommendation 2: Pedicab riders should be required to:

- **be trained using the National Standard for cycling training to the equivalent of Bikeability Level 3, plus a pedicab module;**
- **complete a pedicab safety, equality and regulatory (SERU) understanding assessment;**

² London Assembly Transport Committee, [Transcript of Agenda Item 7 – Pedicabs](#), December 2017, p. 4

³ TfL, [Pedicab regulations](#)

⁴ TfL, [Cycle skills](#)

⁵ London Assembly Transport Committee, [Transcript of Agenda Item 7 – Pedicabs](#), December 2017, p.6

⁶ Cycling UK, [Step on it!](#)

- **have the appropriate insurance in place at all times.**

Fares

The Committee is concerned that unregulated fares on pedicabs have led to pedicab passengers being vulnerable to being charged too much. It heard from Ros Morgan, Chief Executive, Heart of London Business Alliance, that some riders are charging “rip-off fares”, which can particularly affect tourists who may not speak English.⁷ The Committee believes that inconsistent and high pricing is an issue that needs to be addressed through the regulations and welcomes TfL’s proposal to introduce fare regulation for pedicabs.

Recommendation 3: The regulations should set out clear expectations for consistent pricing that is fair for both the rider and passenger.

Noise

The Committee is also concerned about reports of nuisance noise caused by pedicabs. Kevin Goad, then Head of Highways and Public Realm, Westminster City Council, told the Committee that “Amplified noise is a particular issue for Westminster and its residents.”⁸

The Committee recognises that pedicabs provide an alternative transport choice, and are frequently used by visitors or tourists. However, it is concerned about noise levels from amplified music causing disturbance to local residents.

Recommendation 4: In parallel to a review of sound systems as part of vehicle safety, TfL should engage with local boroughs and residents to consider what regulations are required to minimise unnecessary noise disturbance from amplified music to local residents.

Parking and working conditions

We have heard of issues with pedicab parking that must be addressed through TfL’s regulations. The Committee is concerned that the current system results in frequent problems with pedicabs blocking roads and pavements. This can cause issues for pedestrians and other road users, including buses, taxi and private hire vehicles, delivery vehicles and emergency service vehicles.

The Committee heard from Sean Conroy, Senior Policing and Partnerships Manager, TfL, that a common issue bus drivers face is pedicabs stopping in bus stops, resulting in people having to get on and off buses in the carriageway.⁹

The Committee also heard from pedicab rider Michael Faye that designated parking bays could help solve the problem of pedicabs blocking roads and also improve working conditions for riders.¹⁰ It will

⁷ London Assembly Transport Committee, [Transcript of Agenda Item 7 – Pedicabs](#), December 2017, p. 17

⁸ London Assembly Transport Committee, [Transcript of Agenda Item 7 – Pedicabs](#), December 2017, p. 8

⁹ London Assembly Transport Committee, [Transcript of Agenda Item 7 – Pedicabs](#), December 2017, p. 14

¹⁰ London Assembly Transport Committee, [Transcript of Agenda Item 7 – Pedicabs](#), December 2017, p. 12

be important that the working conditions and wellbeing of riders are considered by TfL as part of its work on regulating pedicabs.

Recommendation 5: Pedicabs should only be permitted to stop in designated pedicab stopping areas.

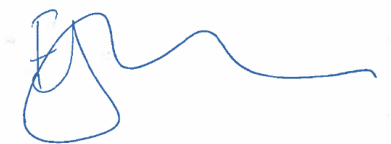
Engagement

During the Committee's 2024/25 investigation into accessibility and inclusion in transport planning the Committee heard evidence on the importance of TfL conducting early, continuous and meaningful engagement with stakeholders.¹¹ The Committee believes that if Londoners do not feel there is genuine consultation this can damage trust and confidence in TfL.

Recommendation 6: TfL should ensure that it engages with a broad and diverse range of stakeholders as part of its work to introduce regulations for pedicabs. Following the introduction of the regulation, TfL should publish the list of stakeholders it has engaged with. This engagement must be done in a meaningful and accessible way, through multiple formats.

I would be grateful if you could respond to the Committee in writing by 15 April 2025 copying your response to Eleanor Haigh, the Committee's Senior Policy Advisor (eleanor.haigh@london.gov.uk) and Hannah Barlow, the Committee's Clerk (hannah.barlow@london.gov.uk).

Yours,

A handwritten signature in blue ink, appearing to read 'Elly Baker', with a long, flowing horizontal stroke extending to the right.

Elly Baker AM
Chair of the Transport Committee

¹¹ London Assembly Transport Committee, [Accessibility and Inclusion in Transport Planning – Panel 1](#) and [Accessibility and Inclusion in Transport Planning – Panel 2](#), 3 September 2024