



**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.<sup>1</sup> 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**

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<sup>1</sup> 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.”<sup>2</sup>

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.<sup>3</sup> 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 Skills<sup>4</sup> 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.<sup>5</sup> 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.<sup>6</sup> 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;**

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

<sup>3</sup> TfL, [Pedicab regulations](#)

<sup>4</sup> TfL, [Cycle skills](#)

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

<sup>6</sup> 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.<sup>7</sup> 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.”<sup>8</sup>

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.<sup>9</sup>

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.<sup>10</sup> It will

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

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

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

<sup>10</sup> 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.**

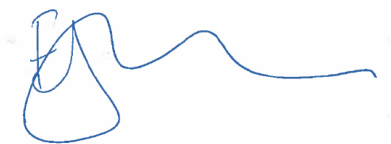
## **Engagement**

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.<sup>11</sup> 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](mailto:eleanor.haigh@london.gov.uk)) and Hannah Barlow, the Committee's Clerk ([hannah.barlow@london.gov.uk](mailto:hannah.barlow@london.gov.uk)).

Yours,

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

**Elly Baker AM**  
**Chair of the Transport Committee**

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