

MDA No.: 1779

Title: Consultation response: Pedicabs in London – detailed licencing requirements

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 response to Transport for London's consultation, *Pedicabs in London – detailed licencing requirements*, as attached at **Appendix 1**.

2. Decision

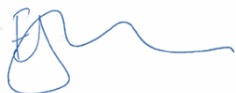
2.1 **That the Transport Committee's response to Transport for London's consultation, *Pedicabs in London – detailed licencing requirements*, be agreed.**

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: 17 October 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: 16 October 2025

Financial Implications: NOT REQUIRED

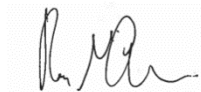
Note: Finance comments and signature are required only where there are financial implications arising or the potential for financial implications.

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: 20/10/2025

Email: MonitoringOfficer@london.gov.uk

Supporting Detail / List of Consultees:

- Thomas Turrell AM (Deputy Chairman);
- Caroline Russell 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: 16 October 2025

Countersigned by Executive Director:

Signature: *Helen Ewen*

Printed Name: Helen Ewen, Executive Director – Assembly Secretariat

Date: 20 October 2025

LONDON ASSEMBLY



Elly Baker AM
Chair of the Transport Committee

Andy Lord
TfL Commissioner
(Sent by email)

20 October 2025

Dear Andy,

London Assembly Transport Committee consultation response: Pedicabs in London – detailed licencing requirements

I am writing to submit the London Assembly Transport Committee's views to Transport for London's (TfL) consultation on Pedicabs in London – detailed licencing requirements.¹

Like many Londoners, we have concerns about how pedicabs are operating in London. We therefore welcome TfL's commitment to address these concerns through its proposed licensing requirements for pedicab drivers, vehicles and operators in London, as set out in this consultation.

The Committee responded to TfL's previous consultation on pedicab regulations in March 2025. In this response, we focussed our recommendations on safety, fares, nuisance noise, parking, working conditions and engagement.² We note our recommendations on fares, noise disturbance and engagement have been accepted as part of TfL's proposed licensing requirements.³ However, the

¹ TfL, [Pedicabs in London – detailed licencing requirements](#)

² London Assembly Transport Committee, [Transport Committee response to TfL Pedicabs consultation](#), March 2025

³ TfL, [Pedicabs in London – detailed licencing requirements](#), see also London Assembly Transport Committee, [Transport Committee response to TfL Pedicabs consultation](#), March 2025

other recommendations we made have not been fully accepted as part of these proposals. While we welcome the inclusion of several of our recommendations in the proposals, we believe there is still scope for TfL to strengthen its proposals by revisiting our suggestions on safety, cycle training, designated stopping areas, and engagement, which we believe are essential to a robust and effective licensing framework.

Safety

It is essential the proposed regulation of pedicabs ensures the safety of both passengers and road users. We therefore welcome TfL's proposals to introduce annual licensing inspections for pedicabs and to require licensed pedicab drivers to undertake a safety check of their vehicle before commencing work.⁴ Yet, we believe further clarity is needed on key safety measures given TfL's proposals do not detail the safety standard that will underpin these inspections and safety checks, nor do they outline the evidence base for such a standard. The Committee believes that TfL should develop a robust, evidence-based safety standard for pedicab vehicles to support the proposed checks. This standard should include clear requirements on critical safety aspects such as braking distance, lighting visibility and battery safety.

Recommendation 1: TfL should conduct and publish research into pedicab vehicle safety and should subsequently set a minimum safety standard to be used for annual licensing inspections and pedicab safety checks.

Cycle training

In its response to TfL's earlier consultation, the Committee recommended that pedicab riders should be required to complete a pedicab safety, equality and regulatory (SERU) understanding assessment and should have the appropriate insurance in place at all times.⁵ We are pleased to see these points reflected in the current proposals. But this needs to be seen as the absolute minimum standard. The Committee is clear that all pedicab riders should be required to undertake appropriate cycle training which includes specific training on operating a pedicab safely, as well as a clear understanding of Vision Zero principles. Without this, the framework risks falling short of the safety and professionalism expected across London's wider transport network.

Recommendation 2: Pedicab riders should be required to train using the National Standard for cycling to the equivalent of Bikeability Level 3. TfL should develop a pedicab module that pedicab riders must complete alongside the Bikeability Level 3 training, that includes specific training on Vision Zero.

Fares

The Committee previously recommended that pedicab regulations should set out clear expectations for consistent pricing that is fair for both the rider and passenger.⁶ We therefore welcome TfL's proposals on fares, which set out that fares are to be based on journey time only, there is to be a minimum fare and that journey time starts once all passengers are safely seated.⁷ The Committee

⁴ TfL, [Pedicabs in London – detailed licencing requirements](#)

⁵ TfL, [Pedicabs in London – detailed licencing requirements](#), see also London Assembly Transport Committee, [Transport Committee response to TfL Pedicabs consultation](#), March 2025

⁶ London Assembly Transport Committee, [Transport Committee response to TfL Pedicabs consultation](#), March 2025

⁷ TfL, [Pedicabs in London – detailed licencing requirements](#)

believes that to guarantee fairness and avoid exploitation TfL should also require pedicabs to have fares displayed clearly.

Recommendation 3: Pedicabs should be required to have fares displayed clearly, which show the fare before the journey starts.

Designated stopping areas

TfL's proposal that pedicab drivers should only stop, pick up or drop off where it is safe to do so, where stopping is permitted and where the vehicle will not cause an obstruction, is welcome.⁸ The current proposals are too vague and risk creating further issues with obstructive and unsafe parking, for example with pedicabs blocking pavements, bus lanes or pedestrian crossings. The Committee believes the best way of preventing these issues from arising is via designated stopping areas.

Recommendation 4: TfL should establish designated stopping areas for pedicabs. Pedicabs should only be permitted to stop in these designated stopping areas.⁹

Licensing

Since June 2025, the Committee has written to TfL twice outlining its concerns regarding ongoing delays in processing taxi and private hire licences, and the Committee continues to monitor TfL's progress on this important issue.^{10 11 12} Given the ongoing issues with TfL processing taxi and private hire licences, we are concerned about the impact of the addition of issuing pedicab licences.

Recommendation 5: TfL should set out how many pedicab licence applications it anticipates it will receive and its plans to increase capacity within its licensing team to cope with these additional applications.

Engagement

To ensure continuous and meaningful engagement, we believe TfL's engagement with stakeholders should not be limited to the consultation period. TfL should continue to engage with stakeholders, particularly residents, accessibility groups and the pedicab industry, after the regulations have been implemented.

I would be grateful if you could respond to the Committee in writing by 1 December 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).

⁸ TfL, [Pedicabs in London – detailed licencing requirements](#)

⁹ Assembly Members Caroline Russell and Hina Bokhari do not agree with Recommendation 4 and would prefer that TfL define "stop, pick up or drop off where it is safe to do so", to provide clarity for pedicab drivers, passengers and enforcement officers.

¹⁰ London Assembly Transport Committee, [London Assembly Transport Committee writes to TfL for action on private hire licence backlog](#), June 2025

¹¹ London Assembly Transport Committee, [Transport Committee letter to TfL Commissioner on delays in processing taxi and private hire licences](#), September 2025

¹² London Assembly Transport Committee, [Private hire licence backlog monitor 2025](#)

Yours,

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

Elly Baker AM
Chair of the Transport Committee