

## TfL Pedicabs Regulation Consultation 2025

### New West End Company Responses

New West End Company (NVEC), the Business Improvement District (BID) representing over 600 property and occupier businesses across the West End and Mayfair, welcomes the opportunity to respond to Transport for London's public consultation on The Pedicabs (London) Act 2024. We operate across 82 streets, anchored by Oxford Street, Regent Street and Bond Street. Our members include businesses such as Selfridges, Boots, Primark, H&M and John Lewis, which make up one of the largest and busiest retail, leisure and hospitality districts in the UK and Europe.

We are aligned with Transport for London's ambition to make pedicabs as safe as possible, ensuring they are driven, maintained and operated in a secure and professional way. Pedicabs have become a feature of central London, particularly in the West End. However, the lack of regulation has resulted in concerns from the public and business community, including anti-social behaviour caused by inappropriate parking and loud music, as well as congestion and unreasonable fares.

These issues have a negative impact on the reputation of the West End, both as a tourist destination, and as a destination for investment. At a time when London and the UK are facing challenging economic headwinds, we cannot allow pressures on transport to have a knock-on impact on domestic and international visitation, which our members rely on to remain profitable. International visitor perception, in particular, has become increasingly important in recent years, as domestic spend continues to be impacted by both inflationary pressure and lack of consumer confidence.

With this in mind, we welcome Transport for London's proposal that the regulations and licensing regime requirements for pedicabs should be similar to those that apply to taxis and private hire vehicles (PHV), albeit tailored to the unique nature of pedicabs and the market they operate in.

As the BID representing the West End and Mayfair, we are committed to contributing to a district that is a safe and welcoming environment for all those who work, visit and invest here. To this end, we have identified the priority areas listed below that we would like to see reflected or strengthened in the Pedicabs Regulation.

### **CONSULTATION RESPONSES:**

**20. Do you think that pedicabs once regulated, can provide a safe and reliable transport option in London?**

- Yes
- No
- Not sure
- No opinion

**21. Do you think regulated pedicabs could be an environmentally friendly way to travel in London?**

Yes

No

Not sure

No opinion

**We have listed 10 driver licencing considerations that we could introduce. We would like to know whether you agree with them or not. There is a free text box at the end of the survey where you can explain your position if required.**

**22. Drivers will be required to be a minimum age of 18 years old**

Yes

No

No opinion

**23. Drivers must meet an appropriate medical fitness standard**

Yes

No

No opinion

**24. Drivers must pass UK criminal checks**

Yes

No

No opinion

**25. Drivers must pass Overseas criminal checks**

Yes

No

No opinion

**26. Drivers must demonstrate understanding of roles and responsibilities (safety, equality and regulatory)**

Yes

No

No opinion

**27. Drivers will be required to have appropriate insurance to carry and wait for passengers**

Yes

No

No opinion

**28. Drivers will be required to wear safety equipment, such as high visibility clothing**

Yes

No

No opinion

**29. We are considering the length of the drivers licence to be 1 year**

- Do you agree
- Do you disagree
- No opinion
- Not sure

**30. Drivers will be required to demonstrate an appropriate English language level**

- Yes
- No
- No opinion

**31. Should drivers hold a full driving licence\* or just a DVSA Theory Test Certificate?**

\* Driving licence must be issued by DVLA, Northern Ireland or an EEA state

- Full DVLA (or EEA driving licence)
- DVSA Theory Test
- No opinion

**Questions about how and where pedicabs operate**

We would like to know your views on how and where pedicabs could operate.

**32. How should passengers be able to take pedicab journeys?**

- Pick up a pedicab off the street as they do now
- Pre-book via a licensed pedicab operator
- Both (pick up off the street and pre-book via a licensed pedicab operator)
- None of the above

**33. Should we allow pedicabs to operate across all of London?**

- Yes
- No
- No opinion
- Don't know

**34. Should pedicabs be allowed to continue to use existing bus and cycle lanes (including cycle superhighways)?**

- Yes
- No
- No opinion
- Don't know

**35. Should pedicabs be treated in the same way as other cycles and not be permitted to use major roads and tunnels?**

- Yes

- No
- No opinion
- Don't know

**36. How should pedicabs be allowed to pick up passengers?**

- Allow pedicabs to stop and wait for passengers standing in the street
- Allow pedicabs to stop only in designated stopping areas
- None of the above

**Questions about pedicab fares**

**How do you think pedicab fares should be set?**

**37. Control and set fares using a time based, distance based or zonal based structure**

- Yes
- No
- No opinion

**38. Publish a guide to fares but pedicab operators or drivers set their own fares which must be agreed in advance with passenger(s)**

- Yes
- No
- No opinion

**39. Allow the fares to be set by the pedicab operator or driver and agreed in advance with passenger(s)**

- Yes
- No
- No opinion

**Questions about pedicabs playing music and other audio sounds**

**We would now like to understand your views on pedicabs playing music and other audio music.**

**40. Should we introduce controls which limit the volume of music or other audio coming from the pedicab?**

- Yes
- No
- No opinion
- Don't know

**41. If selected yes for the previous question, should we introduce controls to prevent pedicabs playing music or other audio during (Tick all that apply)**

- 06:00 – 12:00
- 12:00 -16:00
- 16:00 - 20:00
- 20:00 - 23:00

23:00 - 06:00

All the time

#### **Questions about pedicabs safety checks**

**We would now like to understand your views on vehicle safety checks.**

#### **42. How often do you think pedicab vehicles should have safety checks?**

Every 6 months

Every 1 year

Every 18 months

Every 2 years

None of the above

#### **43. If a pedicab vehicle uses a battery, should the vehicle safety checks be**

Every 3 months

Every 6 months

Every year

Every 18 months

Every 2 years

#### **46. We would like to hear from you with anything else you think we should be taking into account when writing the regulations. We are particularly keen to hear where pedicabs could have**

- A positive or negative impact on local residents and businesses
- Impacts on the environment and those with different needs
- What vehicle features would be most important for pedicabs in London to have?
- Impacts on Party bike owners
- If you will not work anymore as a pedicab driver

Please let us know any further comments below:

#### **Insurance**

With regards to question 27, it would be helpful to get clarity on the proposed insurance policy requirements, as well as how it would benefit both drivers and users alike.

#### **Use of existing bus and cycle lanes (including cycle superhighways)**

With regards to question 34, pedicabs should only be allowed to use existing bus and cycle lanes (including cycle superhighways) as long as this does not include segregated cycle lanes. For pedicabs which use a battery to operate, adherence to existing traffic laws should supersede this allowance.

#### **Designated Stopping Areas**

With regards to questions 36, New West End Company is in favour of designated pick-up / drop-off points, as long as the public realm offers the necessary conditions. Like with dockless bikes, this would help avoid nuisance and a hazard for pedestrians, while also making our pavements safe. Additionally, providing dedicated spaces for pedicabs would make vehicle

safety checks more efficient. Suitable locations, however, should be agreed on in close collaboration with local councils and business representatives, and be accompanied by appropriate restrictions on noise levels to limit disruption to nearby businesses.

### **Motorised Vehicles**

Unregulated e-vehicles can trigger explosion and therefore pose serious risks to the safety of pedicab drivers and users, as well as passersby. With this in mind, pedicabs motorised by battery should be marked, properly insured and adhere to relevant safety standards and existing traffic restrictions.

### **Licence Plates**

Pedicabs should possess registration plates issued by a registered agency, including liability insurance, driver's number and number of passengers allowed.

### **Enforcement**

New West End Company would like to gain clarity on how Transport for London is planning to monitor and regulate pedicabs on a day-to-day basis, so that non-compliant drivers are penalised and prevented from operating.

### **Charging and Fare Structure**

New West End Company recommends introducing a fare system whereby the cost of the journey is determined based on time, distance or zone, and registered prior to commencing the trip, in order to avoid conflict at the end of the journey. Additionally, Transport for London should promote information about pedicab regulations and fares through a comprehensive campaign targeting tourists and other potential users.

### **Parking**

It should be strictly forbidden for pedicabs to park on the pavement, outside designated pick-up and drop-off areas, as it disrupts the flux of pedestrians and could cause safety hazards. This should be regularly monitored by Transport for London officers, and penalties should be put in place for those who don't adhere to the rules.

### **Music**

New West End Company supports the introduction of regulation around the volume – and not the type – of audio/music played by pedicabs (for instance, amplified sound equipment should not be allowed), Additionally, we would like to see the introduction of a Performance Rights Society Licence requirement for pedicabs – pre, during and post journey.

### **Ad hoc**

Pedicab drivers should carry and be able to provide first aid kits to passengers when needed. Safety belts should also be of compulsory use by passengers throughout the journey.