



Department
for Transport

From the Parliamentary
Under Secretary of State
Guy Opperman MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: guy.opperman@dft.gov.uk

Web site: www.gov.uk/dft

15th March 2024

Dear Colleagues,

Pedicabs (London) Bill

I committed to follow up on several points raised during the Second Reading of the Pedicabs (London) Bill, held on Wednesday 28 February 2024.

First, I extend my gratitude to all members that participated in the discussion, and I welcome the cross-party support for the Bill.

Pedicab operations

At Second Reading, I noted the concerns raised by members on the issue of ensuring a thriving pedicab industry survives regulation and agreed to set out a few key points to address this.

The Bill is now drafted to empower TfL to do the regulation of pedicabs. This includes providing TfL with the ability to design and enforce pedicab regulations that most effectively target rogue operators and drivers.

TfL has substantial experience in licensing and regulating taxi and private hire drivers, vehicles, and private hire vehicle (PHV) operators to ensure a safe and reliable service for the public. Their aspiration will be to ensure a safe and reliable pedicab service for Londoners and visitors to London.

To provide further assurance on this matter, as a public body, TfL's decisions are subject to public law principles. The requirement the Bill places on TfL to conduct a statutory consultation prior to bringing forward regulations should offer further comfort.

Guidance

I noted that while this Bill includes powers for the Secretary of State to issue statutory guidance to TfL relating to their functions under pedicab regulations, elsewhere in England, my department issued updated Best Practice Guidance for taxi and PHV licensing authorities in November 2023 - [Taxi and private hire vehicle licensing best practice guidance for licensing authorities in England - GOV.UK \(www.gov.uk\)](#).

Outside of London taxi and PHV licensing authorities have always been able to license pedicab services. I direct members to paragraph 8.3 of the guidance, which encourages licensing authorities to accommodate such services where there is local interest by making appropriate adjustments to their taxi licensing requirements.

Transport for London's draft licencing framework for Pedicabs

I promised to share the draft licencing framework for Pedicabs drawn up by TfL. It is important that I note this document has not been published previously due to the fact the policy has not been finalised. TfL have informed us that this document is subject to further engagement with pedicab stakeholders and other interested parties prior to a full consultation process. This includes the development of an Integrated Impact Assessment, which is likely to result in changes to TfL's draft framework.

Once again, I thank members for their contributions and look forward to continuing the discussion at Committee. I am copying this letter to those that spoke in the debate and will place a copy in the Library of the House.

Best wishes,



GUY OPPERMAN MP
MINISTER FOR ROADS AND LOCAL TRANSPORT