

STRATEGY PAPER - PEDICABS

November 2018

Executive summary

Pedicabs/pedal rickshaws are currently not regulated within London, as a result there is no requirement for insurance, fares are not fixed or consistent and neither vehicle condition nor driver quality is assessed. The behaviour of pedicab operators causes problems for businesses; blocking highways, harassing customers and causing serious risk to visitors and workers.

Pedicabs are a growing problem in London's West End, with estimates that there are up to 1400 unregulated pedicabs in the city. Only around 400 of these have signed up to an unenforceable and voluntary code of conduct. Our concerns are:

- **Safety** – Pedicabs are not insured and neither drivers nor their vehicles are regulated. Injuries to passengers have become frequent and lives are at risk.
- **Reputation** – Pedicabs are damaging London's international reputation, touting on pavements and demanding extortionate payments from tourists.
- **Impact** – Groups of pedicabs frequently block streets, increasing traffic delays and pollution, while disrupting legitimate businesses in the West End.
- **Fairness** – It is an anomaly that pedicabs fall outside London's licensing system. Transport for London needs the same legal ability to regulate pedicabs that it possesses for taxis.

Heart of London is advocating either a total ban on pedicabs, or to be licensed in a similar way to taxis.

Background

The unlicensed and unregulated operation of pedicabs arises from a loophole of 19th Century legislation in London, which was drawn up at a time when no one could have anticipated people wishing to use pedal-powered vehicles in this manner. By effectively not existing in law in London, pedicabs are able to operate with impunity which also leads to conflict and an inconsistent position with licensed private hire vehicle operators such as taxis who have to meet much more exacting standards of transparency, safety and movement.

Pedicabs are currently defined in law as a "stage carriage" in Greater London under the Metropolitan Public Carriage Act 1869 and thus do not fall under Transport for London (TfL) licensing powers. This definition has been upheld by the in 2003 in the case *Oddy vs Bug Bugs*¹. The opposite view has prevailed outside of the capital, where they are regarded as a "hackney carriage" and thus potentially subject to local licensing.

Previous attempts to introduce new regulatory regimes have included the introduction of a voluntary regulatory scheme and a Private Members Bill (sponsored by Mark Field MP) that was introduced during the 2005-2010

¹ The Queen on the Application of Robert David Oddy v Bugbugs Ltd, CO/3503/2003, High Court of Justice Queen's Bench Division The Administrative Court, 12 November 2003. <http://www.licensingresource.co.uk/sites/all/files/taxi/bugbugs.pdf>

Parliament session but was not carried over. The Bill sought to make provision for the licensing and registration of pedicabs, the maximum number of passengers to be carried, reporting of accidents and display of advertisements.

In May 2014, the Law Commission inquiry into Taxi and Private Hire Services made clear recommendations that pedicabs (and other 'novelty' vehicles such as stretch limos) should be brought into a revised regulatory regime. This new regime would see the introduction of national standards for all taxis and private hire vehicles, set by the Secretary of State, with the power for local licensing authorities to set additional standards for taxi services only.

This route is likely to take some time to implement if it proceeds at all. We are therefore proposing a separate route, which is to identify the changes required to legislation and then seek the incorporation of relevant changes into a suitable Bill. These changes should include new powers for Transport for London (as authority already administering taxi and PHV licensing in the Capital) to license and/or regulate standards and fares for pedicabs in London.

Recent progress

The government announced it was examining how to bring legislation on pedicabs forward in a press release on 26 May 2016. The Department for Transport confirmed that:

- The Department estimated 400 pedicabs operate in the West End based on those signed up to a voluntary code of conduct
- The Government is concerned about passenger safety and wants to take dangerous pedicabs off the road
- Pedicab drivers will be regulated so they are only allowed to charge reasonable fares and they will also have to meet minimum safety standards
- Transport for London will be responsible for creating detailed rules, e.g. setting out what is a reasonable amount to charge for a short journey
- The licensing scheme will operate in a similar way to the rules for taxi and private hire vehicles

Subsequently, the new Mayor of London, Sadiq Khan, confirmed the approach that he will ask TfL to take:

“Every Londoner and visitor to our city deserves a world-class service, whatever mode of transport they use. And this move will allow us to ensure pedicabs must make big improvements to the way they operate. They are going to need to match up to important safety standards and we will be able to crack down on any attempts to charge rip off fares.”

Heart of London sought clarity on the Government's timetable for introducing legislation and in response to contact from the Heart of London and supporters of the Regulate Pedicabs Coalition the Department for Transport confirmed that they were “considering how to bring forward this legislation in the next year”.

In November 2016, Lord Ahmad (then Minister of State for Transport) replied to correspondence from a campaign supporter, saying that “we [the Government] remain committed to doing this as soon as possible and are currently considering options for bringing forward the legislation early in the New Year.”

He also confirmed that he and his officials have discussed the matter with Transport for London, Westminster City Council and London's Deputy Mayor for Transport, Val Shawcross. In a letter to Mark Field MP dated 18th December 2016, Lord Ahmad said that “We [the Government] are looking towards possible inclusion of clauses to regulate pedicabs in the Modern Transport Bill which is due to be introduced in January”.

In March 2017 the campaign met with the then Minister and he again reiterated his intention to legislate on pedicabs. Of course, since then an election has been held and so the bill that the campaign were targeting for pedicab legislation, the *Vehicle Technology and Aviation Bill*, has fallen. The Mayor of London has since indicated his continued support for action to regulate pedicabs with its inclusion in his Draft Mayor's Transport Strategy² and TfL Taxi and PHV Action Plan.

On 26 October 2017 the campaign met with John Hayes MP (then Minister of State for Transport) who was very supportive of action being taken in principle, and agreed that there was a "strong case" government should respond to. He was supportive of a licensing approach. Mr Hayes recommended that the campaign submit evidence to the Taxi and Private Hire Vehicle Working Group he had established, with a view as to whether this relatively discrete issue could be included within the scope of its work. The working group discussed our evidence and agreed unanimously that the issue should be included within its scope of work.

In the Government Reshuffle conducted in January 2018, Nusrat Ghani MP was appointed Assistant Government Whip and Parliamentary Under Secretary of State for Transport with responsibility for the issue. John Hayes MP left the government and was replaced by Jo Johnson MP as Minister of State and Minister of London.

On 23 January 2018, Paul Scully MP secured a 'Ten-Minute Rule Bill' debate on Pedicabs. The subject was proposed at the behest of Government Whips though the proposed Bill commanded the support of London Members from the Conservatives, Labour and the Liberal Democrats. The bill has not progressed since its introduction to parliament.

Overseas regulation

Many cities across the world have looked to regulate pedicabs. Despite different contexts, several themes, such as pedicabs legal status as bicycles, passenger safety concerns and fare transparency, reoccur. Over several years, San Diego has introduced a comprehensive package of regulations for pedicabs, whereas in New York and Rome, attempts to bring in blanket bans have failed and resulted in controversy.

Dublin: Dublin City Council has been attempting to introduce pedicabs regulations for several years, spurred on by concerns about drivers selling drugs, lack of insurance and passenger safety. New laws will enforce a total ban on motorised rickshaws and require all rickshaw cyclists to be licensed in a manner similar to taxi drivers. Minister for Transport Shane Ross has announced an amendment to the Taxi Regulation Act 2013 that will improve the regulation of rickshaws, particularly in Dublin city centre.

Paris: Paris has seen a steady rise in pedicabs since 2011, but does not have specific regulations yet. "Tuk tuks", which are rickshaws containing small engines, are legislated for under moto-taxi regulations, but as pedicabs are classed as bicycles they do not fall under this. To date, enforcement has largely centred on the police fining pedicabs for parking or riding on pavements, rather than introducing additional legislation.

San Diego: In 2009, San Diego City Council voted to strengthen regulations on pedicab operators following the death of a tourist in an accident. Pedicab operators are required by law to display fares openly, and numbers are capped at 250 in high-traffic areas. They are banned from using metered parking spaces and drivers are required to carry both proof of insurance and ensure that seatbelts are worn. In 2015, a further crackdown came when the City Council raised permit fees, banned operators with criminal convictions and began a programme of random inspections. This resulted in a rise in convictions of drivers; from July 2015 to July 2016, 48 citations were issued to

² Draft Mayor's Transport Strategy, p.187 <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/draft-mayors-transport-strategy-2017>

pedicab operators; 14 to drivers without permits, 11 to drivers without seatbelts, and 10 for pedicabs with no insurance.

New York: Following failed attempts to introduce a blanket ban on pedicabs in 2005, and additional regulations in 2007, New York City Council introduced a series of regulations in 2013. These required drivers to charge by the minute and display prices clearly to passengers. Operators cannot drive in the city without a DCA-issued registration plate, and new plates can only be issued when the number of registered pedicabs falls below 840. Additionally, pedicab operators must provide each fee paying passenger with a Pedicab Information Card.

In 2016, Mayor Bill de Blasio attempted to introduce a further ban on pedicabs, which would have prevented them from operating in Central Park. He was eventually forced to back down from this following demonstrations and legal action.

Rome: In 2016, Rome introduced a law banning rickshaws following controversies over tourists being charged extortionate fares. The ban applied to any vehicle partially or fully powered by pedals which is used to transport people around the city, and was intended to last until July 2017. In April 2017 the ban was overturned a court. However the Mayor, Virginia Raggi, has argued that the council will continue to push for a ban; “the city cannot be held hostage by...rickshaws.”

Washington DC: Despite traditionally treating pedicabs with a light touch, classifying them as bicycles, in 2011 Washington DC introduced a series of regulations. These included the need for standardized breaking systems, making the use of seatbelts obligatory and forcing drivers to ride in lanes closest to pavements to allow motor vehicles to pass. Drivers are also only allowed to use public streets, and prohibited from using roads with a speed limit above 30, or dropping passengers off in a way that blocks traffic, parking or pedestrians. As yet there does not appear to be data on the effectiveness of these regulations, but DC authorities have the ability to prosecute drivers who flout laws.

The theme of these cities’ attempts to deal with the problem of pedicabs clearly supports our current approach; asking for a flat ban is ineffectual and open to criticism. Looking for sensible measures to regulate pedicabs commands wide support and can be built upon once the principle is introduced in legislation.

The problem

Pedicabs/pedal rickshaws are currently not regulated within London, as a result there is no requirement for insurance, fares are not fixed or consistent and neither vehicle condition nor driver quality is assessed. The behaviour of pedicab operators causes problems for businesses; blocking highways, harassing customers and causing serious risk to visitors and workers.

Pedicabs are a growing problem in London’s West End, with estimates that there are up to 1400 unregulated pedicabs in the city³. Only around 400 of these have signed up to an unenforceable and voluntary code of conduct⁴. Our concerns are:

Safety

Pedicabs are not insured and neither drivers nor their vehicles are regulated. Injuries to passengers have become frequent and lives are at risk. Between 2005 and 2015 there were 58 collisions involving pedicabs in London, six of which were classed as serious. In 2010 an off duty soldier was killed falling out of a pedicab in Edinburgh.

³ London Pedicabs, one of the operators claims 1,400 pedicabs are operating in London currently, <http://www.londonpedicabs.com/>. In 2009 the TfL estimated that the numbers operating in London were 900 <http://content.tfl.gov.uk/Item11-Pedicabs-Update.pdf>

⁴ <https://www.gov.uk/government/news/rip-off-pedicabs-to-be-driven-off-the-road-under-new-proposals>

Some are being fitted with electrical assistance, despite this breaching their legal definition as stage carriages, increasing the speed and danger of the vehicles to their passengers, pedestrians and other road users. There is no official crash testing of pedicab models to ensure they would protect passengers in an incident and test by the LTDA in 2004 indicated they had serious safety issues.

We are also concerned about anecdotal evidence that some drivers have irregular immigration status, and as a largely cash in hand freelance operation, there is huge potential for tax avoidance. Unlike black cab or PHV or licensed taxi drivers there is no requirement for pedicab drivers to have undergone a DBS check or have any level of assessed cycling competence or training.

Reputation

Pedicabs are damaging London's international reputation, touting on pavements and demanding extortionate payments from tourists. We have heard numerous stories, and indeed have secret camera footage of pedicab drivers charging rip-off fares, taking passengers on long routes, or increasing fares mid-journey. This seems a regular occurrence and does serious reputational harm to our city amongst visitors.

We would support the introduction of regulated fares for pedicab journeys, either based on time or distance. Making this a condition of the license is the most effective way to ensure that prices charged are fair and appropriate. We all want visitors to our city to have a fantastic experience, and get good value for money. Pedicabs undermine this goal and our reputation as one of the world's best tourism destinations. Fares should be upfront, consistent and transparent, with clear ways to make a complaint about improper behaviour.

Impact

Groups of pedicabs frequently block streets, increasing traffic delays and pollution, while disrupting legitimate businesses in the West End. We have collected impact statements and made representations on the issue but with little effect. While there are occasional operations to crack down on pedicabs, fines are light and carry no major deterrent value.

There is a particular issue around major theatres, nightlife venues, tourist locations and the busy backstreets of Soho. This often means pavements are blocked and taxi or delivery vehicles are not able to pick up or drop off. Touting can be extremely aggressive, with loud amplified music and shouting. This is extremely unpleasant for many residents, and indeed visitors and creates an intimidating and unpleasant street environment.

Pedicabs cause problems for other drivers on the roads, frequently causing other vehicles to slow down. In turn, this increases pollution, delays public transport and causes a public health risk. As a novelty vehicle with limited utility as a major transport solution, pedicabs should not be high up the transport hierarchy (i.e. pedicabs should not be treated as a bicycle as they currently only replace journeys that would be taken by foot or public transport). They should not use bus lanes or cycle lanes unless it would be dangerous to do otherwise. Pavements and pedestrianised areas are clearly not appropriate for pedicabs to ride on, wait or tout for business, as it blocks valuable pavement space and can be loud, disruptive and intimidating.

Fairness

It is an anomaly that pedicabs fall outside London's licensing system. Black cabs and PHV have to satisfy a wide range of licensing requirements on drivers, vehicles, fares and touting in order to protect passengers and other road users. Transport for London needs the same legal ability to regulate pedicabs that it possesses for taxis. This is a conclusion drawn by all major political parties, Westminster Council, TfL, local residents and businesses, and even the London Pedicab Operators Association.

Desired outcome

Heart of London wants to work with the Mayor and TfL to pressure the Department for Transport to bring forward legislation this parliament. Our main priority remains putting pressure on the Government to legislate as soon as possible, based on broad support for granting TfL the power to proportionately regulate pedicabs.

Heart of London welcomed the inclusion of pedicabs as an issue in the Mayor's Transport Strategy. However, we believe the Mayor's commitment should be extended to ensure that any regulatory scheme for pedicabs would include measures to protect against rip off fares, touting by their drivers and cap number in addition to measures to ensure safety, security and ease congestion.

The clampdown or blanket ban on pedicabs that has taken place in some overseas cities is not the right approach. Heart of London recognises the potential novelty and tourism benefits that pedicabs bring to London, and advocates an appropriate level of regulation which would allow pedicab riders to operate in a safe and sensible manner.

The case for regulation is strong and supported by residents, business, TfL, Westminster City Council, the Government, and responsible pedicab operators. We advocate an appropriate and proportionate level of regulation through licensing covering: vehicle and passenger safety, insurance, driver training and vetting, reasonable fares, an enforceable code of conduct and a cap on overall numbers in the West End.

Analysis

The key barrier to securing the regulation of pedicabs is Parliamentary time and Government capacity. The nature of the problem is well understood and almost all relevant parties agree that there is a need for regulation and support the broad principles of licensing by TfL. The much-reduced programme of legislation announced at the Queen's Speech did not include any bills that included, or could be amended to include, pedicab regulation. Given the focus of the Government is now far more limited in scope, it will be challenging to push this issue to the top of their agenda. There is also a certain amount of 'fatigue' on the issue amongst key stakeholders, which will make it harder to generate the necessary pressure on the Government.

The Government have to pass a vast amount of extremely complex and highly controversial legislation in order to enable Britain's exit from the EU by next March. Unless a suitable piece of Government legislation is proposed that could carry the necessary clauses it is highly unlikely that the Government will be able to timetable a Bill on this specific matter this Parliament.

That leaves the various Private Members' Bill mechanisms that backbench members can use to propose legislation, though very few if any become law in any given Parliament. The Pedicabs (London) Bill has now had its first reading and will be debated on 16 March 2018. The backing of the Government, and support from Members from all major parties will be of assistance though it would be premature to expect this approach to be successful. It is likely that the 'handout bill' from Government Whips was an easy concession to those campaigning for regulation, not a determined effort to pass legislation. Most Private Members' Bills are 'talked out' at the Second Reading stage, so unless there is no member opposed the Bill will likely fall without open and explicit sponsorship from the Government. It is customary for Bills to be 'talked out' on principle by some Members on the basis that few members are in attendance on a Friday when the bills are debated.

Key stakeholders

Key Stakeholder	Analysis
 <p>Nusrat Ghani MP Assistant Government Whip and Parliamentary Under Secretary of State for Transport</p>	<p>Nusrat Ghani has been the Member of Parliament (MP) for Wealden in East Sussex since 2015. She currently serves as Parliamentary Under-Secretary of State at the Department for Transport and Assistant Government Whip after being appointed to Government on 9 January 2018.</p> <p>Ghani was educated in state schools before studying at Birmingham City University, and after graduating, for a master's degree at Leeds University. Before beginning her career in politics, she was employed by the charities Age UK and Breakthrough Breast Cancer, and later for the BBC World Service.</p> <p>Ghani first stood as a parliamentary candidate for Birmingham Ladywood at the 2010 general election. Ghani's selection in December 2013 was at an open primary in which anyone listed on the electoral register in Wealden was eligible to attend and vote for their preferred candidate. The primary attracted nearly 400 residents from around the constituency. In July 2017, Ghani was promoted to Parliamentary Private Secretary at the Home Office.</p> <p>Ghani was involved in producing reports on a number of different issues covering home affairs, security, hate crime, policing and immigration.</p> <p>Minister of State for Transport and Minister for London Jo Johnson MP should also be kept informed.</p>
 <p>Department for Transport</p> <p>Department for Transport</p>	<p>Task and Finish Group on Taxi and Private Hire Vehicle licensing</p> <ul style="list-style-type: none"> • Chairman: Professor Mohammed Abdel-Haq • Helen Chapman, General Manager, TfL Taxi and Private Hire • Rt Hon Frank Field MP (Birkenhead) • Saskia Garner, Policy Officer, Suzy Lamplugh Trust • Ellie Greenwood, Senior Adviser (Regulation), Local Government Association • Michael Grenfell, Executive Director of Enforcement, Competition and Markets Authority • Steve McNamara, General Secretary, Licensed Taxi Drivers Association • Anne Main MP (St Albans) • Mick Rix, National Officer, GMB • Donna Short, Director, National Private Hire and Taxi Association • Steve Wright MBE, Chairman, Licensed Private Hire Car Association • Contact: Chris Brown, Senior Policy Advisor, Buses and Taxis Division, DfT



Andy McDonald MP

Shadow Secretary of State for Transport

Andy McDonald MP has been the Member of Parliament for Middlesbrough in the House of Commons of the Parliament of the United Kingdom since 2012.

He worked as a lawyer for over a quarter of a century and rose to be Senior Serious Injury Solicitor at the Middlesbrough office of Thompsons Solicitors and to lead the firm's Serious Injury Unit for the Cumbria, Humberside, North East, and Yorkshire areas. He was also the Thompson's Head of Military Claims for members of the British Armed Forces.[3] Whilst working for the firm, McDonald acted as a special adviser to the House of Commons Defence Select Committee for its 2003 report on Armed Forces Pensions and Compensation.

He served as councillor for Westbourne ward from 1995 to 1999. Since his election to Parliament, McDonald has campaigned on a number of issues including opposition to the "Bedroom Tax" (part of the Welfare Reform Act 2012) and the privatisation of the East Coast Main Line. He has served as PPS to Chuka Umunna MP in his role as Shadow Secretary of State for Business, Innovation and Skills and in January 2016, McDonald was appointed to Jeremy Corbyn's as Shadow Minister for Rail. McDonald was appointed Shadow Transport Secretary as part of the Labour Party's post-Brexit reshuffle.

He has been fairly low profile in the role and is most famous for getting stuck on a train on New Year's Day while travelling to a protest about Government fare increases.

His shadow ministerial team are **Rachael Maskell MP** and **Karl Turner MP**



Val Shawcross AM

Deputy Mayor for Transport, Greater London Assembly

Val Shawcross served as Lambeth and Southwark's representative on the London Assembly between 2000 and 2016. She chaired the London Fire and Emergency Planning Authority (LFEPA) from 2000 to 2008. Between 2008 and 2016 Val was the Labour Group's transport spokesperson, alternating between being Chair and Deputy Chair of the Assembly Transport Committee.

In recognition of the work of the Transport Committee, Val was jointly awarded the London Cycling Campaign's 'Cycling Champion of the Year'. In March 2016 she was also awarded for 'Outstanding Contribution to Transport in London' by Transport Times and for 'Outstanding Contribution to Promoting Accessible Transport' by Transport for All.

Val is a former Labour Party National Women's Officer, and was a Croydon councillor between 1994 and 2000, serving as Leader from 1997 to 2000. She was awarded a CBE in 2002 for services to Local Government.

Val has a BA in Politics and an MA in Education. She has worked for the Inner London Education Authority, the Commonwealth Secretariat and as Head of Public Affairs for the National Federation of Women's Institutes.



Cllr Nickie Aiken

Leader of the Council, City of Westminster

Cllr Aiken was previously the Cabinet Member for Public Protection at Westminster City Council. This included responsibility for licensing (where she also served as chairman of the licensing committee), licensing policy, rough sleeping and relationships with the Metropolitan Police Service.

Cllr Aiken's professional background is in communications, where she was previously Head of Communications at Bradford & Bingley building society before undertaking freelance work.

She was elected to the council in 2006, representing the Warwick ward in Pimlico (where she lives). In addition to public protection, her known interests include children services and education (for which she held the Children's Services cabinet portfolio from 2009 until 2012 – which morphed over time to include community protection elements).

Cllr Aiken has strong views on law and order and was a leading spokesperson for Westminster during the London riots in 2011. This has been mirrored in her robust views on licensing and the late night economy, where she has adopted a stringent approach to licensing applications and accompanying policy. She was also responsible for the draft Rough Sleeping Strategy for the period 2017-20 which places a greater focus on prevention of the causes of rough sleeping and the controversial decision by the City Council earlier this year to close down its own CCTV network in the centre of the borough. Cllr Aiken is known for taking a forthright approach to issues, often not being afraid to publicly call people or organisations to account.

She is married to Alex Aiken, the former Director of Communications & Strategy at Westminster and current Executive Director for Government Communications based in the Cabinet Office.



Cllr Danny Chalkley

Cabinet Member for City Highways, City of Westminster

Cllr Danny Chalkley also leads on the police relationship so should be kept informed about any enforcement aspects.

Cllr Chalkley is a Vincent Square ward councillor and currently serves as the Cabinet Member for Children and Young People with responsibility for areas such as schools and education.

He was previously Cabinet Member for City Management which included responsibility for parking and highways under Sir Simon Milton and Colin Barrow between 2006 and 2009. During this time he introduced parking charges for motorcycles which led to the 'Nuttsville' campaign against the City Council.

He also serves as a trustee for both the Sir Simon Milton Foundation and Burdett Coutts School Foundation.



Cllr Robert Davis MBE

Deputy Leader and Cabinet Member for Business, Culture & Heritage, City of Westminster

Cllr Davis leads on the relationship with businesses and BID's and retains a key role around public realm schemes. He has served as a Councillor since 1982 for Lancaster Gate ward and is currently the longest serving member of the council. He served as Deputy Leader under the leadership of Cllr Colin Barrow, Cllr, the Baroness Coultie, and now Cllr Aiken. As the long standing Cabinet Member for the Built Environment he has shaped Westminster's current planning policy.

Cllr Davis was Lord Mayor of Westminster in 1996-1997 and currently serves as a rota Deputy Lord Mayor; he is also a Deputy Lieutenant for Greater London.

He chairs the Board of the Open Air Theatre in Regent's Park as well as being a Trustee of Mousetrap Theatre Project, the Savoy Educational Trust, and the Sir Simon Milton Foundation set up in the name of his late civil partner Sir Simon Milton. He was educated at Gonville & Caius College Cambridge and at Wolfson College Cambridge before training as a Solicitor at the College of Law in Lancaster Gate. Cllr Davis recently retired as a partner in Freeman Box, where he specialised in property law.

Cllr Davis was awarded an MBE in the Queen's Birthday Honours in June 2015 for his services to local government and planning.



City of Westminster

Westminster City Council Officers

- **Stuart Love**, Chief Executive
- **Richard Barker**, Interim Executive Director of City Management and Communities
- **Kevin Goad**, Director of City Highways



Transport for London

Transport for London

- **Mike Brown**, Commissioner
- **Leon Daniels**, Managing Director, Surface Transport
- **John Mason**, Director, Taxi and Private Hire
- **Helen Chapman**, General Manager, TfL Taxi and Private Hire
- **Siwan Lloyd Hayward**, Head of Transport Policing
- **Sean Conroy**, Senior Policing and Partnerships Manager



METROPOLITAN POLICE

Ch. Supt. Rob Jones (?)

Westminster Borough Commander, Metropolitan Police

Not confirmed appointment (Current still listed as Ch Supt. Peter Ayling)

Other key Stakeholder in Westminster Police: Supt. (Operations), Supt. (Neighbourhoods), ORB and Impact Zone teams

Other Stakeholders

Greater London Authority: Sadiq Khan, Mayor of London; Sophie Linden, Deputy Mayor for Policing & Crime

Metropolitan Police: Assistant Commissioner Martin Hewitt (Territorial Policing), Commissioner Cressida Dick, Deputy Commissioner Craig Mackey

Westminster / Central London BID's, particularly Marble Arch, Victoria, NWECC, Northbank, South Bank, Team London Bridge, We Are Waterloo. Camden Town Unlimited.

Charitable sector and campaign groups: London Pedicab Operators Association (LPOA)

Neighbouring boroughs: London Borough of Camden, London Borough of Southwark, London Borough of Lambeth, Royal Borough of Kensington & Chelsea, City of London, London borough of Islington, London Borough of Hackney, London Borough of Tower Hamlets.

Supporters and Advocates

The Regulate Pedicabs Coalition represents 78 organisations and individuals affected by pedicabs, representing hundreds of London's businesses and thousands of London's residents. Key partners include NWECC, TfL and WCC. Prominent supporters and advocates include:

The Ritz London – Andrew Love, Deputy Chairman

“We are concerned that unlicensed pedicab riders have been bringing the area into disrepute through their inconsiderate and reckless actions. They drive dangerously and are well known for causing disruption on what are already busy roads. Bringing legislation to tackle this issue swiftly would be a much appreciated boost to the West End economy, resolving a problem that many businesses have had to suffer for years”

The Hippodrome Casino, Leicester Square – Simon Thomas, CEO

“Pedicabs cause my business and the local area significant material problems. In the way they exploit customers, block roads and footpaths, drive dangerously and intimidate visitors to London's West End, they diminish one of the finest cities in the world. Their erratic driving endangers pedestrians and motorists. Their behaviour is dangerous and as they are unregulated and unlicensed there is very little recourse other road users have to take action against them.”

The Hamleys Group – Alasdair Dunn, Deputy CEO

“In recent years, the experience of our customers has been marred by the behaviour of pedicab and rickshaw drivers. They have taken to parking directly outside our entrance, blocking the bus lane and creating congestion. I am also concerned by the behaviour of some of the drivers, aggressively touting for business and playing loud music. None of this gives a good impression to the thousands of customers and visitors who come to Hamleys and to the West End every day. The solution is for new powers to regulate pedicabs to be given to TfL so they can effectively manage them to remove nuisance behaviour.”

New West End Company – Jace Tyrrel, CEO

“The West End makes a significant contribution to the UK economy, and continues to perform strongly. However, more work is needed to ensure that growth continues and we are concerned that the large numbers of pedicabs which operate throughout the area are creating problems for customers, tourists and businesses, and damaging the reputation of the West End. Under current legislation, the local authorities have no powers to curb the actions of rogue pedicab operators.”

Shaftesbury PLC – Thomas Welton, Director

The Shaftesbury management team has first-hand experience of the significant problems that have arisen as a result of many years of unregulated and unfettered activities of pedicabs and the impact this has on the safety, accessibility and reputation of the West End of London. The solution is to introduce regulations that cover these vehicles, their operators and their drivers. Users need to be reassured that their driver is competent, the vehicle is roadworthy and that they are insured should something go wrong. Operators need clear guidelines about what is and is not acceptable and which set out their responsibilities to passengers and the public. Above all, members of the public need some clearly defined recourse should they need to report a complaint and a procedure for resolving reported issues.”

Members of the Regulate Pedicabs Coalition

Alan Hay
Managing Director
Alaska Group

Andy Godfrey
Senior Public Policy Manager
Alliance Boots

Dr John Pollard
Chairman
Beaufort Gardens Residents Association

Julian Shaw
Director
British Academy of Film and Television Arts

Edmund Yeo
Chair of Trustees
Chinese Information and Advice Centre

Cllr Quentin Marshall
Royal Borough of Kensington & Chelsea
Councillor & Chairman of the Planning Committee

William Differ
Operations Director
Delfont Mackintosh Theatres

Ciaran Fahy
CEO
Ellerman Hotels

Paul Baxter
Operations Director
Empire Cinemas, Leicester Square

Maggie Baldwin
Director
Fifth Street Property Management

Elisabeth Hardy
Manager
All Saints, Regent Street

Sir Howard Panter
Joint Chief Executive
ATG London Ltd

Katie Thomas
Director of Communications
Bond Street Association

Cindy Hacker
Trustee
Chinese Community Centre

David Warren
Senior international Director (Jewellery)
Christie Manson & Woods Ltd.

Sarah Lane
Trust Secretary
Covent Garden Area Trust

Ray Newton
Advisor to the Chairman
Edwardian Hotel Group

Mustafa Ozturk
Casino Manager
Empire Casinos

Cressida Pollock
Chief Executive
English National Opera

Tim Kemp
Managing Director
Firmdale Hotels PLC

Lee Lyons
Business Improvement District Manager
Fitzrovia Partnership

Colin Hunt
General Manager
Genting, China Town

Peter Bullen
Chair
Grosvenor Mayfair Residents Association

Ros Morgan
Chief Executive
Heart of London Business Alliance

Rupert Gavin
Chairman
Incidental Colman Ltd

Madeine Elsdon
Chair of Law & Order Committee
Knightsbridge Association

Rod Lilley
Head of Operations
Knightsbridge Residents Management Company Limited, The Knightsbridge

Colin Bennett
Chairman
Leicester Square Association

Ed Burstell
Managing Director
Liberty Retail

C T Tang OBE and Christine Yau MBA
President and Vice President
London Chinatown Chinese Association

Steve McNamara and Bob Oddy
General Secretary and Deputy General Secretary
London Taxi Driver's Association

Ron Whelan
Chairman
Mayfair Residents Group

Jerry Katzman
CEO
Nederlander (Dominion theatre), Nederlander Theatres (Aldwych) Ltd

Nigel McGinley
Chief Operating Officer
Fortnum and Mason

Delaney Gordon
General Manager
Grosvenor Casinos Ltd

Harvey Goldsmith
Promoter
Harvey Goldsmith Productions

Simon Thomas
Chief Executive
Hippodrome Casino

Katie Thomas
Spokesperson
Jermyn Street Association

Carol De juan
Secretary
Knightsbridge Business Group

Vasiliki Arvaniti
Portfolio Manager
Land Securities

Martin Witts
CEO
Leicester Square Theatre

Tony Devenish AM
Assembly Member for West Central
London Assembly

Jonathan Sands
Founder & CEO
London Film Museum

Kay Buxton
Executive Director
Marble Arch London BID

Tony Shrimplin
Chair
Museum of Soho

Jace Tyrrell
CEO
New West End Company

Joan Moynihan
Executive Director
Nimax Theatres

Tessa Street
General Manager
Odeon, Leicester Square

Lyn Goleby
Co-Founder
Picturehouse Cinemas

Jaime Nabeta
General Manager
Prince of Wales Theatre

Lois Peltz
Chair
Residents Society of Mayfair and St James'

Ariel Levy
Proprietor
**Sandwell Properties (Fiori Corner, Espresso Bar,
Fiori Corner & Leicester Square Box Office)**

Brian Bickell
CEO
Shaftesbury PLC

Paul Whalan
Head of Estates
Soho Estates

Reverend Simon Buckley
St Anne's Church

Cllr Cameron Thomson
Councillor
St James's Ward

Cllr Tim Mitchell
Councillor
St James's Ward

Peter Stringfellow and Julian Stringfellow
Owners
Stringfellows

Father Paul Walsh
The Church of Notre Dame de France

Ruth Duston
CEO
Northbank BID

Kay Buxton
Executive Director
Paddington Now

Kenny Favel
Director of Operations
Platinum Lace

Annie Walker
Director
Regent Street Association

Chris Cotton
Chief Executive
Royal Albert Hall

David Bieda
Chairman
Seven Dials Trust

Julian Bird
Chief Executive
Society of London Theatre (SOLT)

Leslie Hardcastle OBE
Vice President
Soho Society

Andrew Love
Chairman
St James's Neighbourhood Forum

Cllr Louise Hyams
Councillor
St James's Ward

Reverend Alan Carr
St. Giles-in-the-Fields

Kate Levin
General Manager
**The Capital Hotel & The Levin Hotel
Knightsbridge**

Peter Bourne
Development Manager
The Crown Estate

Alasdair Dunn
CFO and Deputy CEO
The Hamleys Group

Mark Stradling
Manager
Theatre Royal Haymarket

Neil Culley
General Manager
14 Leicester Sq club

Andrew Love
Chairman and Deputy Chairman
The Ritz Club and The Ritz London

Ruth Duston
Chief Executive
Victoria BID

Panda Morgan-Thomas
Managing Partner
33 St James'

Appendix I – London MP's

MP's *in italics* are known supporters, though we have no recorded statement from a sitting London MP opposing regulation of pedicabs.

Constituency	Member of Parliament
Barking	Dame Margaret Hodge
Battersea	Marsha De Cordova
Beckenham	Bob Stewart
Bermondsey and Old Southwark	Neil Coyle
Bethnal Green and Bow	Rushanara Ali
Bexleyheath and Crayford	David Evennett
Brent Central	Dawn Butler
Brent North	Barry Gardiner
Brentford and Isleworth	Ruth Cadbury
<i>Bromley and Chislehurst</i>	<i>Bob Neill</i>
Camberwell and Peckham	Harriet Harman
<i>Carshalton and Wallington</i>	<i>Tom Brake</i>
Chelsea and Fulham	Greg Hands
Chingford and Woodford Green	Iain Duncan Smith
Chipping Barnet	Theresa Villiers
<i>Cities of London and Westminster</i>	<i>Mark Field</i>
Croydon Central	Sarah Jones
Croydon North	Steve Reed
Croydon South	Chris Philp
Dagenham and Rainham	Jon Cruddas

Constituency	Member of Parliament
Dulwich and West Norwood	Helen Hayes
Ealing Central and Acton	Rupa Huq
Ealing North	Stephen Pound
<i>Ealing Southall</i>	<i>Virendra Sharma</i>
East Ham	Stephen Timms
Edmonton	Kate Osamor
Eltham	Clive Efford
Enfield North	Joan Ryan
Enfield Southgate	Bambos Charalambous
Erith and Thamesmead	Teresa Pearce
Feltham and Heston	Seema Malhotra
Finchley and Golders Green	Mike Freer
Greenwich and Woolwich	Matthew Pennycook
Hackney North and Stoke Newington	Diane Abbott
Hackney South and Shoreditch	Meg Hillier
Hammersmith	Andy Slaughter
Hampstead and Kilburn	Tulip Siddiq
<i>Harrow East</i>	<i>Bob Blackman</i>
Harrow West	Gareth Thomas
Hayes and Harlington	John McDonnell
<i>Hendon</i>	<i>Dr Matthew Offord</i>
Holborn and St Pancras	Keir Starmer
<i>Hornchurch and Upminster</i>	<i>Julia Lopez</i>
Hornsey and Wood Green	Catherine West
<i>Ilford North</i>	<i>Wes Streeting</i>
<i>Ilford South</i>	<i>Mike Gapes</i>
Islington North	Jeremy Corbyn
Islington South and Finsbury	Emily Thornberry
Kensington	Emma Dent Coad
Kingston and Surbiton	Sir Ed Davey
Lewisham Deptford	Vicky Foxcroft

Constituency	Member of Parliament
Lewisham East	Heidi Alexander
Lewisham West and Penge	Ellie Reeves
Leyton and Wanstead	John Cryer
Mitcham and Morden	Siobhain McDonagh
Old Bexley and Sidcup	James Brokenshire
Orpington	Jo Johnson
<i>Poplar and Limehouse</i>	<i>Jim Fitzpatrick</i>
Putney	Justine Greening
<i>Richmond Park</i>	<i>Zac Goldsmith</i>
Romford	Andrew Rosindell
Ruislip Northwood and Pinner	Nick Hurd
Streatham	Chuka Umunna
<i>Sutton and Cheam</i>	<i>Paul Scully</i>
Tooting	Dr Rosena Allin-Khan
Tottenham	David Lammy
Twickenham	Sir Vince Cable
Uxbridge and South Ruislip	Boris Johnson
Vauxhall	Kate Hoey
Walthamstow	Stella Creasy
West Ham	Lyn Brown
<i>Westminster North</i>	<i>Karen Buck</i>
Wimbledon	Stephen Hammond