S T A T U T O R Y I N S T R U M E N T S

2026 No. 135

TRANSPORT

The Pedicab Operators (London) Regulations 2026

Made - - - - 18th February 2026

Coming into force in accordance with regulation 1(2)

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SCHEDULE — FURTHER REQUIREMENTS

Transport for London, having consulted in accordance with section 1(3) of the Pedicabs (London) Act 2024(**a**) and in exercise of the powers conferred on it by sections 1, 2(1), (2), (3), (6), (8), (9) and (10), 3(1), (2), (5), 4(1), (2), (3), (4) and 6(1) and (3) of the Pedicabs (London) Act 2024, makes the following Regulations.

PART 1
PRELIMINARY

Citation and commencement

1.—(1) These Regulations may be cited as the Pedicab Operators (London) Regulations 2026.

(2) These Regulations come into force as follows—

(a) this regulation and regulations 2 and 4 to 9 come into force on 9th March 2026; and

(b) regulations 3 and 10 to 28 come into force on 30th October 2026.

Interpretation

2. In these Regulations—

"the 2006 Act" means the Immigration, Asylum and Nationality Act 2006(**b**);

"the 2014 Act" means the Immigration Act 2014(**c**);

"additional services" means the provision of commentary, entertainment or hospitality;

(**a**) 2024 c. 7.
(**b**) 2006 c. 13.
(**c**) 2014 c. 22.

"the appropriate fee" means the fee which TfL may charge in accordance with regulation 11 of, and table 2 in the Schedule to, the Fares and Fees Regulations;

"associated person" means any individual, firm, company or any other body, undertaking or other group of persons having an interest in the operator's licence (including during the application process for an operator's licence) including any partner or officer or representatives specifically nominated by any of the aforementioned, as the context may require;

"cab-driver's licence" has the meaning given in article 2 of the London Cab Order 1934(**a**);

"DBS certificate" means a criminal records certificate issued by the Disclosure and Barring Service for the purposes of Part V of the Police Act 1997(**b**);

"DBS check" means a criminal records check with the Disclosure and Barring Service for the purposes of Part V of the Police Act 1997;

"driver-operator" means a pedicab driver who—

(a) is a pedicab vehicle licence holder for a single pedicab in Greater London and either—

(i) both operates and carries out any pedicab bookings for that pedicab themselves; or

(ii) does not carry out pedicab bookings; or

(b) is not a pedicab vehicle licence holder;

"Fares and Fees Regulations" means the Pedicabs (London) (Fares and Fees) Regulations 2026(**c**);

"firm" has the same meaning as in section 1261 of the Companies Act 2006(**d**);

"fleet operator" means a person who rents out or otherwise facilitates the provision of one or more pedicabs vehicles to pedicab drivers or other operators;

"immigration offence" means—

(a) an offence under any of the Immigration Acts;

(b) an offence under section 1 of the Criminal Attempts Act 1981(**e**) of attempting to commit an offence within paragraph (a); or

(c) an offence under section 1 of the Criminal Law Act 1977(**f**) of conspiracy to commit an offence within paragraph (a);

"immigration penalty" means a penalty under—

(a) section 15 of the 2006 Act; or

(b) section 23 of the 2014 Act;

"London PHV driver's licence" means a licence within the meaning of section 12 of the Private Hire Vehicles (London) Act 1998(**g**);

"officer", in relation to a body corporate, means a director, manager or secretary of that body;

"operate" includes—

(a) renting out or otherwise facilitating the provision of one or more pedicabs to pedicab drivers or to other operators in Greater London;

(b) making provision for the invitation or acceptance of, or accepting, pedicab bookings in Greater London;

(**a**) S.I. 1934/1346.
(**b**) 1997 c. 50.
(**c**) S.I. 2026/137.
(**d**) 2006 c. 46.
(**e**) 1981 c. 47.
(**f**) 1977 c. 45.
(**g**) 1998 c. 48.

(c) making any arrangements to carry out or accept a pedicab booking in Greater London, directly or indirectly, including but not limited to—

(i) employing pedicab drivers to carry out pedicab bookings;

(ii) contracting pedicab drivers to carry out pedicab bookings; or

(iii) making provision for or managing a booking platform, dispatch service or other service to carry out pedicab bookings; or

(d) charging for additional services in connection with a journey in Greater London;

"operating centre" means any address from which an operator provides activities or services;

"operating model" means the activities and services provided by an operator, and the means of provision of those activities and services;

"operator" means a person who operates one or more pedicabs in Greater London, including—

(a) a fleet operator;

(b) a person who makes provision for the invitation or acceptance of, or who accepts, pedicab bookings;

(c) a person who employs or contracts with pedicab drivers to carry out pedicab bookings;

(d) a person who operates a booking platform, dispatch service or other service to carry out pedicab bookings; or

(e) a person who is a pedicab vehicle licence holder for two or more pedicabs,

but excluding a driver-operator;

"operator's licence" means a pedicab operator's licence;

"pedicab booking" means the booking of a pedicab in Greater London by a person for a journey including any additional services which may be provided in connection with the journey;

"pedicab driver" means a person licensed by TfL as a pedicab driver under the Pedicab Drivers (London) Regulations 2026(**a**);

"pedicab vehicle" means a pedicab vehicle licensed by TfL under the Pedicab Vehicles Regulations;

"pedicab vehicle identification number" means the pedicab vehicle licence identification number issued by TfL to a pedicab vehicle licence holder under the Pedicab Vehicles Regulations;

"pedicab vehicle licence holder" means a person licensed by TfL as a vehicle licence holder under the Pedicab Vehicles Regulations;

"the Pedicab Vehicles Regulations" means the Pedicab Vehicles (London) Regulations 2026(**b**); and

"TfL" means Transport for London.

PART 2

LICENCES

Requirement for London pedicab operator's licence

3.—(1) An operator of pedicabs in Greater London must hold an operator's licence.

(2) An operator who fails to hold a licence in contravention of this regulation is guilty of an offence.

(**a**) S.I. 2026/134.
(**b**) S.I. 2026/136.

(3) A person guilty of an offence under this regulation is liable on summary conviction to a fine not exceeding level 4 on the standard scale.

London pedicab operator's licence: general

4.—(1) Any person may apply to TfL for an operator's licence.

(2) An operator's licence is to be granted for three years or for such shorter period as TfL may consider appropriate in the circumstances of the particular case.

(3) An application for the grant of an operator's licence or for any variation or renewal of such licence must be made in such form, and include such declarations and information, as TfL may require.

(4) TfL may—

(a) require an applicant to furnish such further information as TfL may consider necessary for dealing with an application for an operator's licence made under paragraph (1); and

(b) in connection with its consideration of the application, conduct inspections of any operating centres proposed by the applicant for inclusion in the licence or any other premises proposed to be used by the applicant (including any premises where pedicab vehicles may be stored or where the batteries for pedicab vehicles may be charged).

(5) TfL may share such information provided to it with an application under this regulation with such persons or bodies as TfL may consider necessary or appropriate.

(6) An application for an operator's licence, or for any variation or renewal of such licence, must be accompanied by the appropriate fee.

(7) TfL may decline to proceed with an application for an operator's licence, or for any variation or renewal of such licence, until the appropriate fee is paid.

(8) A licence is not transferable to any other person.

(9) The appropriate fee must be paid by the applicant on the grant of an operator's licence.

(10) TfL may decline to proceed with a grant of an operator's licence until the appropriate fee is paid.

London pedicab operator's licence: requirements and conditions

5.—(1) TfL, having considered an application for an operator's licence, may—

(a) grant an operator's licence to an applicant subject to—

(i) the requirements contained in these Regulations;

(ii) the further requirements contained in the Schedule; and

(iii) any conditions as TfL thinks fit; or

(b) refuse the application.

(2) The conditions that may be attached to an operator's licence under this regulation may include, without limitation, conditions—

(a) that relate to the operating model authorised by the operator's licence;

(b) that nothing authorised by the operator's licence may be carried out until TfL or some other specified person has given such further approval for the licensed activity to commence as may be specified in the licence;

(c) as to the provision, maintenance, testing or operation of equipment from a pedicab vehicle relating to anything authorised by the operator's licence;

(d) as to inspection of the operating centres or any other premises used by the operator; and

(e) that the operator must provide information which TfL may reasonably require, upon request, and within requested timeframes, during the currency of the operator's licence.

(3) An operator's licence may provide—

(a) that it is to commence and expire on specified dates; or

(b) that it is to remain in force for a specified period of time (which may be determined by reference to a specified event).

(4) An operator who, without reasonable excuse, fails to comply with a requirement of an operator's licence or any condition attached to an operator's licence is guilty of an offence.

(5) A person guilty of an offence under this regulation is liable on summary conviction to a fine not exceeding level 4 on the standard scale.

London pedicab operator's licence: qualifying criteria

6.—(1) TfL may grant an operator's licence to an applicant if it is satisfied that—

(a) the applicant and the associated persons to the applicant, where their interest in the applicant requires them to live and work in the United Kingdom, are fit and proper persons to hold an operator's licence; and

(b) the applicant and those associated persons to the applicant are not disqualified by reason of their immigration status from holding an operator's licence.

(2) For the purposes of sub-paragraph (1)(b), a person is disqualified by reason of the person's immigration status from holding an operator's licence if the person is subject to immigration control and—

(a) the person has not been granted leave to enter or remain in the United Kingdom; or

(b) the person's leave to enter or remain in the United Kingdom—

(i) is invalid;

(ii) has ceased to have effect (whether by reason of curtailment, revocation, cancellation, passage of time or otherwise); or

(iii) is subject to a condition preventing the person from being an operator.

(3) Where a person is on immigration bail within the meaning of Part 1 of Schedule 10 to the Immigration Act 2016(**a**)—

(a) the person is to be treated as if the person had been granted leave to enter the United Kingdom; but

(b) any condition as to the person's work in the United Kingdom to which the person's immigration bail is subject is to be treated for those purposes as a condition of leave.

(4) A person is subject to immigration control if under the Immigration Act 1971(**b**) the person requires leave to enter or remain in the United Kingdom.

(5) In determining for the purposes of sub-paragraph (1)(b) whether an applicant or associated person to an applicant is disqualified by reason of their immigration status from the applicant holding an operator's licence, TfL must have regard to any guidance issued by the Secretary of State.

London pedicab operator's licence: persons subject to immigration control

7.—(1) Paragraph (2) applies if—

(a) an operator's licence is to be granted to an applicant, and the applicant, or any associated persons to the applicant where their interest in the applicant requires them to live and work in the United Kingdom, has been granted leave to enter or remain in the United Kingdom for a limited period ("the leave period");

(b) the applicant or associated person's leave has not been extended by virtue of section 3C of the Immigration Act 1971; and

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(**a**) 2016 c. 19.
(**b**) 1971 c. 77.

(c) apart from paragraph (2), the period for which the licence would have been granted would have ended after the end of the leave period.

(2) The operator's licence must be granted for a period which ends at or before the end of the leave period.

(3) Paragraph (4) applies if an operator's licence is to be granted to—

(a) an applicant;

(b) any associated persons to the applicant, where their interest in the applicant requires them to live and work in the United Kingdom,

who has been granted leave to enter or remain in the United Kingdom for a limited period; and

(c) the applicant or associated person's leave has been extended by virtue of section 3C of the Immigration Act 1971 (continuation of leave pending variation decision).

(4) The operator's licence must be granted for a period which does not exceed six months.

(5) An operator's licence granted to an operator ceases to be in force if the person to whom it was granted or any associated person to the operator to whom the licence was granted becomes disqualified by reason of the person's immigration status from operating a pedicab.

(6) If paragraph (5) applies to an operator's licence, the person to whom it was granted must, within the period of seven days beginning with the day after the day on which the person first became disqualified, return it to TfL.

(7) A person who, without reasonable excuse, contravenes paragraph (6) is guilty of an offence.

(8) A person guilty of an offence under this regulation is liable on summary conviction—

(a) to a fine not exceeding level 4 on the standard scale; and

(b) in the case of a continuing offence, to a fine not exceeding ten pounds for each day during which an offence continues after conviction.

London pedicab operators to obtain DBS certificate

8.—(1) An applicant or any associated person to an applicant for an operator's licence (including a renewal of a licence) must undertake a basic DBS check and obtain a basic DBS certificate.

(2) The DBS certificate, or certificates, obtained under paragraph (1) must be provided to TfL with the application for an operator's licence.

(3) The requirement in paragraph (1) applies to any associated person to the applicant unless they are also a pedicab driver.

(4) An operator is required to secure that any persons employed by or associated with them and engaged in pedicab booking, where those persons' duties require them to have direct contact with members of the public, undertakes a basic DBS check and obtains a basic DBS certificate before they commence their employment.

(5) During the currency of the operator's licence, any associated person to the operator must, within 28 days of the first anniversary of the start of the operator's licence, and thereafter within 28 days of each subsequent anniversary of the start of the operator's licence, undertake a basic DBS check and obtain a DBS certificate.

(6) The operator must provide to TfL upon request the basic DBS certificate obtained under paragraph (5) within seven days of that request.

(7) The requirement in paragraph (4) applies to any associated person to the operator unless they are also a pedicab driver, the holder of a cab-driver's licence or the holder of a London PHV Driver's licence.

(8) A DBS check under paragraph (1) must be obtained from TfL's appointed service provider.

Overseas criminal check

9.—(1) Subject to paragraphs (2) and (3), an applicant or any associated person to an applicant for an operator's licence who has lived in a country other than the United Kingdom for a continuous period of three months or more within a ten year period prior to the date of application for a licence must provide to TfL a Certificate of Good Conduct in respect of every country where the applicant or associated person to an applicant has so lived.

(2) No period before the applicant or associated person to an applicant had attained the age of 18 is to be taken into account for the purposes of the ten year period referred to in paragraph (1).

(3) Any applicant or associated persons to an applicant for an operator's licence who has been granted, or who is awaiting a decision to be granted, asylum or refugee status is not required to provide a Certificate of Good Conduct in respect of the country from which the applicant or any associated person to an applicant has been granted, or is awaiting a decision to be granted, asylum or refugee status.

Obligations of London pedicab operators in relation to pedicabs

10.—(1) An operator is required to secure that any pedicab vehicle provided by it to operate a pedicab booking is—

(a) a pedicab vehicle for which a valid licence from TfL is in force; and

(b) is driven by a person holding a valid pedicab driver's licence from TfL.

(2) An operator who provides a pedicab vehicle to operate a pedicab booking in contravention of this regulation is guilty of an offence.

(3) A fleet operator is required to secure that any pedicab vehicle which it rents out or otherwise provides to a pedicab driver is—

(a) a pedicab vehicle for which a valid licence from TfL is in force; and

(b) is driven by a person holding a valid pedicab driver's licence from TfL.

(4) A fleet operator who rents out or otherwise provides a pedicab vehicle to a pedicab driver in contravention of this regulation is guilty of an offence.

(5) It is a defence in proceedings for an offence under this regulation for an operator to show that they exercised all due diligence to avoid committing such an offence.

(6) A person guilty of an offence under this regulation is liable on summary conviction to a fine not exceeding level 4 on the standard scale.

Prohibition of certain advertisements

11.—(1) This regulation applies to any advertisement by an operator for pedicab bookings.

(2) No such advertisement is to include—

(a) any of the following words, namely "taxi", "taxis", "cab" or "cabs"; or

(b) any word so closely resembling any of those words as to be likely to be mistaken for it,

whether alone or as part of another word.

(3) An advertisement which includes the word "pedicab", "pedi-cab" or "pedi cab" (whether in the singular or plural) does not by reason only of that fact contravene this regulation.

(4) Any person who issues, or causes to be issued, an advertisement which contravenes this regulation is guilty of an offence.

(5) It is a defence for a person charged with an offence under this regulation to prove that—

(a) they are a person whose business it is to publish or arrange for the publication of advertisements;

(b) they received the advertisement in question for publication in the ordinary course of business; and

(c) they did not know and had no reason to suspect that its publication would amount to an offence under this regulation.

(6) A person guilty of an offence under this regulation is liable on summary conviction to a fine not exceeding level 4 on the standard scale.

(7) In this regulation, "advertisement" includes every form of advertising (whatever the medium) and references to the issue of an advertisement must be construed accordingly.

Bookings accepted on behalf of another operator or a pedicab driver

12.—(1) An operator may not arrange for—

(a) another operator to provide a pedicab to operate a pedicab booking as sub-contractor unless the other operator is a licensed operator under these Regulations; or

(b) a driver to carry out a pedicab booking as sub-contractor unless they are a pedicab driver.

(2) An operator who contravenes paragraph (1) is guilty of an offence.

(3) It is a defence in proceedings for an offence under this regulation for an operator to show that they exercised all due diligence to avoid committing such an offence.

(4) A person guilty of an offence under this regulation is liable on summary conviction to a fine not exceeding level 4 on the standard scale.

(5) It is immaterial for the purposes of paragraph (1) whether or not sub-contracting is permitted by the contract between the first operator and the person who made the pedicab booking.

(6) For the avoidance of doubt (and subject to any relevant contract terms), a contract of hire between a person who made a pedicab booking and the operator who accepted the booking remains in force despite the making of arrangements by that operator for another contractor to provide a vehicle to carry out that booking as sub-contractor.

Licences - continuance of licence on death, bankruptcy etc

13.—(1) This regulation applies in relation to a licence granted in the sole name of an individual in the event of—

(a) the death of that individual;

(b) the bankruptcy of that individual; or

(c) that individual becoming a person who lacks capacity (within the meaning of the Mental Capacity Act 2005)(**a**) to carry on the activities covered by the licence.

(2) After the happening of the event mentioned in sub-paragraph (1)(a), TfL may direct that the licence must not be treated as terminated when the individual died but suspended until the date when a direction under paragraph (3) comes into force.

(3) After the happening of any of the events mentioned in paragraph (1), TfL may direct that a person carrying on the business of the operator is to be treated for the purposes of these Regulations as if they were the operator for such purpose and to such extent as is specified in the direction for a period not exceeding—

(a) six months from the date of the coming into force of that direction; or

(b) if less, the remainder of the period of the licence.

Issue of replacement licences

14.—(1) Subject to paragraph (2), where an operator notifies TfL that—

(a) they have adopted, altered or dispensed with a business name;

(b) they have changed their name; or

(**a**) 2005 c. 9.

(c) their operator's licence has been lost, destroyed or defaced,

TfL may issue a replacement licence.

(2) Except where an operator's licence has been lost or destroyed, no replacement may be issued until the original licence has been returned to TfL.

(3) In this regulation, "business name" means a name which if used by a person for the purpose of carrying on a business would make them subject to the Business Names Act 1985(**a**).

PART 3

RECORDS

Form of record of pedicab bookings

15.—(1) An operator is required to keep a record of the pedicab bookings which it operates.

(2) The record must be kept—

(a) in writing; or

(b) in such other form that the information contained in it can easily be reduced to writing.

Particulars of pedicab bookings

16. An operator is required to enter the following particulars of any pedicab booking which it operates in the record referred to in regulation 15 (form of record of pedicab bookings)—

(a) the date on which the pedicab booking is made and, if different, the date of the proposed journey;

(b) the name of the person who accepted the pedicab booking at the operating centre;

(c) the name of the person for whom the pedicab booking is made, or, if more than one person, the name or other identification of one of them;

(d) the agreed time and place of collection, or, if more than one, the agreed time and place of the first;

(e) the main destination;

(f) the name of the pedicab driver carrying out the pedicab booking;

(g) the licence number of the pedicab driver carrying out the pedicab booking;

(h) if applicable, the name of the other operator or pedicab driver to whom the booking has been sub-contracted;

(i) if applicable, any additional services to be provided;

(j) the total agreed or estimated fare for the journey, as appropriate, pursuant to the Fares and Fees Regulations;

(k) where relevant, the agreed fee for any additional services, pursuant to the Fares and Fees Regulations, with each of those additional services being itemised separately with their fee;

(l) the consent of the person making the booking to the fare under sub-paragraph (1)(j) and any fee under sub-paragraph (1)(k); and

(m) the pedicab vehicle licence identification number.

(**a**) 1985 c. 7.

Particulars of pedicab vehicles

17.—(1) An operator is required to keep a record, containing the particulars set out in paragraph (3), of each pedicab vehicle which is available to them for operating pedicab bookings.

(2) A fleet operator is required to keep a record containing the particulars set out in paragraph (3), of each pedicab vehicle which they rent out or otherwise provide to pedicab drivers.

(3) In relation to each vehicle the particulars referred to in paragraph (1) are—

(a) the pedicab vehicle identification number;

(b) a legible copy of the vehicle's pedicab licence;

(c) a legible copy of the current certificate of insurance;

(d) the date on which the pedicab became available to the operator; and

(e) the date on which the pedicab ceased to be so available.

Particulars of pedicab drivers

18.—(1) A fleet operator is required to keep—

(a) a legible copy of the pedicab driver's licence of each pedicab driver to who they rent out or otherwise facilitate the provision of pedicabs; and

(b) a copy of the operator's licence of each operator to who they rent out or otherwise facilitate the provision of pedicabs.

(2) An operator is required to keep a record, containing the particulars set out in paragraph (3), of each pedicab driver who is available to them for operating pedicab bookings.

(3) In relation to each pedicab driver the particulars referred to in paragraph (2) are—

(a) their surname, forenames, address and date of birth;

(b) their national insurance number;

(c) a legible copy of their pedicab driver's licence;

(d) a photograph of them;

(e) the date on which they became available to the operator; and

(f) the date on which they ceased to be so available.

Particulars of pedicab booking dispatchers

19.—(1) An operator is required to keep a record, containing the particulars set out in paragraph (2), of any persons employed by or associated with them and engaged in pedicab bookings, where those persons' duties require them to have direct contact with members of the public.

(2) In relation to each person the particulars referred to in paragraph (1) are—

(a) their full name;

(b) their date of birth; and

(c) the certificate number of the last DBS check shown to the operator by the person, and the date on which that DBS check was shown to the operator.

Record of complaints

20.—(1) An operator is required to keep a record containing—

(a) the particulars set out in paragraph (2) of any complaint made in respect of a pedicab booking operated by them at their operating centre; and

(b) the particulars set out in sub-paragraphs (2)(d), (e), and (f) of any other complaint made in respect of their undertaking as an operator at that centre.

(2) In relation to each complaint. the particulars referred to in paragraph (1) are—

(a) the date of the related booking;

(b) the name of the pedicab driver who carried out the pedicab booking;

(c) the pedicab vehicle identification number;

(d) the name of the complainant and any address, telephone number or other contact details provided by them;

(e) the nature of the complaint; and

(f) details of any investigation carried out and subsequent action taken as a result.

Record of lost property

21.—(1) An operator is required to keep a record, containing the particulars set out in paragraph (2), of any lost property found—

(a) at their operating centre; or

(b) in any pedicab used to carry out a pedicab booking accepted by them.

(2) In relation to each item of lost property, the particulars referred to in paragraph (1) are—

(a) the date on which it was found;

(b) the place where it was found and if it was found in a pedicab, the licence number of that pedicab;

(c) a description of the item;

(d) evidence to show that, where practical, an attempt was made to return the item to the owner and whether or not this was successful; and

(e) in the case of any unclaimed item which has been disposed of, how it was disposed of.

(3) An operator is required to keep a record, containing the particulars set out in paragraph (4), of any property reported to them as having been lost.

(4) In relation to each item of property reported as having been lost the particulars referred to in paragraph (3) are—

(a) the date of the report;

(b) the date on which it is alleged to have been lost;

(c) the place where it is alleged to have been lost;

(d) a description of the item; and

(e) evidence to show that, where practical, an attempt was made to find the item.

Preservation of records

22.—(1) Subject to paragraph (3), an operator is required to preserve the particulars of—

(a) each pedicab booking recorded in accordance with regulation 16 (particulars of pedicab bookings) for 12 months from the date on which the booking was accepted;

(b) each pedicab vehicle and pedicab driver recorded in accordance with regulations 17 (particulars of pedicab vehicles) and 18 (particulars of pedicab drivers) for 12 months from the date on which the vehicle or, as the case may be, the driver ceased to be available for carrying out pedicab bookings; and

(c) each complaint and item of lost property recorded in accordance with regulations 20 (record of complaints) and 21 (record of lost property) for 12 months from the date on which they were entered in the respective record.

(2) Where an operator tape-records a pedicab booking they must preserve the tape-recording of that conversation for a period of 12 months.

(3) If an operator ceases to use an operating centre specified in their licence, they must, in relation to that operating centre, preserve—

(a) the record referred to in regulation 16 (particulars of pedicab bookings) for 12 months; and

(b) the records kept in accordance with regulations 17 (particulars of pedicab vehicles) and 18 (particulars of pedicab drivers) for 12 months.

Offence of failure to keep or preserve records

23.—(1) An operator who, without reasonable excuse, fails to comply with the requirements under regulations 12 to 20 is guilty of an offence.

(2) A person guilty of an offence under this regulation is liable on summary conviction to a fine not exceeding level 4 on the standard scale.

PART 4

VARIATION SUSPENSION AND REVOCATION OF LICENCES

Power to vary, suspend or revoke licences

24.—(1) TfL may vary, suspend or revoke an operator's licence if it appears to TfL that there has been a breach of any of the terms, requirements or conditions of the licence.

(2) Without affecting paragraph (1), the grounds on which TfL may vary, suspend or revoke an operator's licence include the matters set out in paragraphs (3) to (6) below.

(3) TfL may vary, suspend or revoke an operator's licence where—

(a) the licence holder or any associated person to the licence holder has, since the grant of the licence, been arrested and released, charged, cautioned or convicted in connection with a criminal offence;

(b) TfL is no longer satisfied that the licence holder or any associated person to the licence holder is a fit and proper person to hold such a licence; or

(c) the licence holder or any associated person to the licence holder has, since the grant of the licence, been convicted of an immigration offence or required to pay an immigration penalty.

(4) TfL may vary, suspend or revoke an operator's licence if it appears to it that—

(a) in the course of the application for the licence, the licence holder or any associated person to the licence holder, either supplied information to TfL which was false or misleading or failed to supply information, and

(b) if the correct information had been supplied, TfL would have or it is likely TfL would have refused the application or granted the licence on different terms.

(5) TfL may vary, suspend or revoke an operator's licence if it appears to TfL that the licence ought to be varied, suspended or revoked—

(a) if the licence holder or any associated person to the licence holder has failed to comply with any term, requirement or condition of the licence or any other obligation imposed on them under these Regulations; or

(b) for any other reason that TfL considers to be relevant.

(6) Paragraph (3)(c) does not apply if—

(a) in a case where the licence holder or any associated person to the licence holder has been convicted of an immigration offence, the conviction is a spent conviction within the meaning of the Rehabilitation of Offenders Act 1974(**a**); or

(b) in a case where the licence holder or any associated person to the licence holder has been required to pay an immigration penalty—

(i) more than three years have elapsed since the date on which the penalty was imposed; and

(ii) the amount of the penalty has been paid in full.

(7) A person to whom a penalty notice under section 15 of the 2006 Act has been given is not to be treated as having been required to pay an immigration penalty if—

(a) the person is excused payment by virtue of section 15(3) of that Act; or

(b) the penalty is cancelled by virtue of section 16 or 17 of that Act.

(8) A person to whom a penalty notice under section 15 of the 2006 Act has been given is not to be treated as having been required to pay an immigration penalty until such time as—

(a) the period for giving a notice of objection under section 16 of that Act has expired and the Secretary of State has considered any notice given within that period; and

(b) if a notice of objection was given within that period, the period for appealing under section 17 of that Act has expired and any appeal brought within that period has been finally determined, abandoned or withdrawn.

(9) A person to whom a penalty notice under section 23 of the 2014 Act has been given is not to be treated as having been required to pay an immigration penalty if—

(a) the person is excused payment by virtue of section 24 of that Act; or

(b) the penalty is cancelled by virtue of section 29 or 30 of that Act.

(10) A person to whom a penalty notice under section 23 of the 2014 Act has been given is not to be treated as having been required to pay an immigration penalty until such time as—

(a) the period for giving a notice of objection under section 29 of that Act has expired and the Secretary of State has considered any notice given within that period; and

(b) if a notice of objection was given within that period, the period for appealing under section 30 of that Act has expired and any appeal brought within that period has been finally determined, abandoned or withdrawn.

Suspension and revocation under regulation 24

25.—(1) Where TfL has decided to suspend or revoke an operator's licence under regulation 24 (power to vary, suspend or revoke licences)—

(a) TfL must give notice of the decision and the grounds for the decision to the licence holder; and

(b) the suspension or revocation takes effect at the end of the period of seven days beginning with the day on which that notice is served on the licence holder.

(2) If TfL is of the opinion that the interests of public safety require the suspension or revocation of an operator's licence to have immediate effect, and TfL includes a statement of that opinion and the reasons for it in the notice of suspension or revocation, the suspension or revocation takes effect when the notice is served on the licence holder.

(3) An operator's licence suspended under this regulation must remain suspended until such a time as TfL by notice directs that the licence is again in force or is revoked.

(**a**) 1974 c. 53.

Variation of operator's licence at request of operator

26.—(1) TfL may, on the application of an operator, vary their operator's licence by adding a reference to a new operating centre or removing an existing reference to an operating centre.

(2) An application for the variation of an operator's licence under this regulation must be made in such form, and include such declarations and information, and to such timescales, as TfL may require.

(3) TfL may require an applicant to furnish such further information as it may consider necessary for dealing with the application.

(4) TfL must not add a reference to a new operating centre unless TfL is satisfied that the premises in question meet the requirements as to approvals and permissions in paragraph 2 of the Schedule to these Regulations.

(5) An application under paragraph (1) for the variation of an operator's licence must be accompanied by the appropriate fee.

(6) TfL may decline to proceed with an application for a variation of an operator's licence under paragraph (1) until the appropriate fee is paid.

PART 5

REGISTER OF LICENCES

Register of operators' licences

27.—(1) TfL may keep and maintain in such form as it considers appropriate a register containing the following particulars for each operator's licence issued under these Regulations, namely—

(a) the number of the licence, the name of the person and, if relevant, company or entity, to whom it is granted, the date on which it is granted and the expiry date; and

(b) such other particulars as TfL considers appropriate.

(2) TfL may maintain a supplementary register containing, for each operator's licence issued under these Regulations, the address of the person to whom it is granted.

(3) TfL may disclose the address of a licence holder to any person only if it appears to TfL that the person has a sufficient reason for requiring that information.

PART 6

APPEALS

Appeals

28.—(1) A person may request that TfL reconsiders any decision to—

(a) refuse to grant, renew or vary an operator's licence;

(b) vary, suspend or revoke an operator's licence; or

(c) impose a licence condition when granting or renewing an operator's licence or at any time during the period for which the licence has been granted under regulation 4(2).

(2) A request by a person that TfL reconsider any decision referred to in paragraph (1) must be made in writing and within 28 days of the date on which TfL issued its decision to the person.

(3) Where, following a request made under paragraph (1), TfL maintains its original decision made under sub-paragraphs (a) to (c) of that paragraph then a person may appeal to a magistrates' court against that decision.

(4) The time within which a person may bring an appeal under paragraph (3) is 28 days from the date on which the notice of the decision appealed against is served on the person.

(5) On an appeal to the magistrates' court, the court is not entitled to entertain any questions as to whether—

(a) a person should be, or should have been, granted leave to enter or remain in the United Kingdom; or

(b) a person has, after the date of the decision being appealed against, been granted leave to enter or remain in the United Kingdom.

(6) If any decision of TfL appealed against under this regulation—

(a) involves the execution of any work or the taking of any action;

(b) makes it unlawful for any person to carry on a business which they were lawfully carrying on at the time of the decision,

the decision is not to take effect until the time for appealing has expired or (where an appeal is brought) until the appeal is disposed of or withdrawn.

(7) Paragraph (6) does not apply in relation to a decision to suspend, vary or revoke a licence if the notice of suspension, variation or revocation directs that, in the interests of public safety, the decision is to have immediate effect.

Signed by authority of Transport for London

Andy Lord
Commissioner
Transport for London

18th February 2026

SCHEDULE

Regulation 5

FURTHER REQUIREMENTS

Further requirements

1. If, during the currency of the operator's licence—

(a) the operator or any associated person with the operator's licence is arrested and released, charged, cautioned or convicted, the operator must, within 48 hours of such event, give TfL notice containing details of the arrest and release, charge, caution or conviction;

(b) any conviction is recorded—

(i) where the operator is an individual, against them;

(ii) where the operator is a firm, against any partner of that firm; or

(iii) where the operator is another type of body or group of persons, against that body or group or any associated persons with that body or group;

(c) any information provided in the application for the grant of the operator's licence, or for any variation thereof, changes; or

(d) any pedicab driver ceases to be available to the operator for carrying out bookings, by virtue of that driver's unsatisfactory conduct in connection with the driving of a pedicab,

the operator must, within 14 days of the date of such event (other than sub-paragraph (a)), give TfL notice containing details of the conviction or change, as the case may be, or, in a case falling within sub-paragraph (d), the name of the pedicab driver and the circumstances of the case.

2. The operator must maintain an operating centre in Greater London, and the operator must have obtained, and will maintain, all required approvals or permissions from relevant authorities for the operating centre to be used as such.

3. The operator must not carry out a pedicab booking (where it is carrying out such booking itself) other than at the operating centre specified in their operator's licence.

4. Before making a material change to its operating model that may affect the operator's compliance with these Regulations or any conditions of that operator's licence, the operator must—

(a) where such change is required by law or in the interests of safety, notify TfL immediately; or

(b) for any other change, at least 28 days before the date any such change becomes effective—

(i) notify TfL; and

(ii) obtain TfL's consent to the change.

5. An operator must maintain in force a policy of insurance against public liability risks which provides a minimum indemnity of £5,000,000 in respect of any one event.

6. The operator must enter into a contractual obligation as principal with the person making the pedicab booking to provide the journey which is the subject of the booking and any such contractual obligation must be consistent with these Regulations.

7. At the time that a pedicab booking is placed with the operator, and before the commencement of a journey, the operator must provide to the person for whom the booking is made in writing—

(a) the total agreed or estimated fare for the journey, as appropriate, pursuant to the Fares and Fees Regulations;

(b) where relevant, the agreed fee for any additional services, pursuant to the Fares and Fees Regulations, with each of those additional services being itemised separately; and

(c) confirmation that the person for whom the booking is made has agreed to the total agreed or estimated fee, and the agreed fee for each of the additional services.

8. Before the commencement of each journey, the operator must provide to the person for whom the pedicab booking was made particulars of the pedicab driver and the pedicab vehicle carrying out that booking.

9. At all times during the operator's hours of business and at all times during a journey, the operator, unless the operator is a fleet operator, must ensure that the person for whom the pedicab booking was made is able to speak to a person at the operating centre if the person wants to make a complaint or discuss any other matter about the carrying out of the pedicab booking with the operator.

10. The operator must provide to TfL such particulars of pedicab drivers and pedicab vehicles at such frequency as may be specified by TfL from time to time, including the location of storage facilities for pedicab vehicles which it controls or manages.

11. The operator must provide to TfL such particulars of—

(a) pedicab bookings which it has accepted; and

(b) pedicab bookings which it has carried out,

at such frequency as may be specified by TfL from time to time.

12. The operator must establish and maintain a procedure for dealing with—

(a) complaints; and

(b) lost property,

arising in connection with any pedicab booking accepted by them.

13. The operator may adopt up to five business names and must notify TfL of its business names.

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations, made by Transport for London under the powers conferred on it by the Pedicabs (London) Act 2024 (c. 7), provide for the licencing regulation of operators of pedicabs in Greater London.

Regulation 3 provides that any operator of pedicabs in Greater London must hold an operator's licence. Operating without a licence is an offence punishable by a fine not exceeding level 4 on the standard scale.

Regulation 4 enables any person to apply to TfL for an operator's licence, which is granted for three years or such shorter period as TfL considers appropriate. Applications must be made in the form TfL requires and must be accompanied by the appropriate fee. TfL may require further information and may share such information with persons or bodies TfL considers necessary or appropriate. An example of the intended use of this power is the sharing of information provided to TfL relating to the storage and charging of pedicab batteries with the London fire brigade. TfL may conduct inspections of proposed operating centres or other premises. Licences are not transferable. A fee must be paid on the grant of a licence.

Regulation 5 empowers TfL to grant licences that are subject to requirements in the Regulations and schedule and any other conditions that TfL may impose. The non exclusive list of matters that conditions may relate to include the following: the operating model, requiring further approval before licensed activities commence, requiring equipment provision, maintenance and testing, permitting inspection by TfL of operating centres and other premises, and requiring information provision to TfL. The licence may provide for specified dates or periods of time that it shall remain in force. Failure to comply with licence requirements or conditions without reasonable excuse is an offence, punishable by a fine not exceeding level 4 on the standard scale.

Regulation 6 provides that TfL may grant a licence if satisfied that the applicant and associated persons (where their interest requires them to live and work in the UK) are fit and proper persons and are not disqualified by reason of immigration status. A person is disqualified if subject to immigration control and has not been granted leave to enter or remain, or their leave is invalid, has ceased to have effect, or is subject to a condition preventing them from being an operator.

Regulation 7 provides that where an applicant or associated person has limited leave to remain and the licence would otherwise extend beyond the leave period, it must be granted for a period ending at or before the end of the leave period. Where leave has been extended under section 3C of the Immigration Act 1971 (c. 77), the licence must not exceed six months. A licence ceases to be in force if the holder or associated person becomes disqualified by immigration status, and the licence must be returned to TfL within seven days. Where a person contravenes this regulation they are guilty of an offence punishable by a fine not exceeding level 4 on the standard scale and, where there is a continuing offence, to a fine not exceeding £10 for each day during which the offence continues.

Regulation 8 requires applicants and associated persons, not including a pedicab driver, to undertake a basic DBS check from TfL's appointed service provider and provide the certificate to TfL with their application. Operators must also ensure that persons employed in pedicab booking, not including a pedicab driver, holder of a cab-drivers licence or the holder of a London PHV Driver's licence, who have direct contact with the public undergo DBS checks before commencing employment. Associated persons must undertake annual DBS checks during the licence period and provide certificates to TfL upon request.

Regulation 9 requires associated persons who have lived in a country other than the UK for a continuous period of three months or more within the ten year prior to application to provide a Certificate of Good Conduct for each such country. Periods before the applicant attain the age of 18 are disregarded. Persons granted or awaiting asylum or refugee status need not provide certificates for the country from which they seek protection.

Regulation 10 requires operators to ensure that any pedicab provided to operate a booking is validly licensed by TfL and driven by a licensed pedicab driver. Fleet operators must ensure the same when renting out or providing pedicabs to drivers. Contravention is an offence punishable by a fine not exceeding level 4 on the standard scale. A defence of due diligence is available.

Regulation 11 prohibits operators from using the words “taxi”, “taxis”, “cab” or “cabs” (or similar words likely to be mistaken for them) in advertisements for pedicab bookings. Use of “pedicab”, “pedi-cab” or “pedi cab” does not contravene this prohibition. Contravention is an offence, punishable by a fine not exceeding level 4 on the standard scale. A defence is available for publishers who received the advertisement in the ordinary course of business without knowledge of the contravention.

Regulation 12 prohibits operators from sub-contracting bookings to unlicensed operators or drivers. Contravention is an offence punishable by a fine not exceeding level 4 on the standard scale. A defence of due diligence is available. The contract between the original operator and the person making the booking remains in force despite sub-contracting arrangements.

Regulation 13 makes provision for the continuance of a licence following the death, bankruptcy or incapacity of an individual licence holder. TfL may direct that the licence be suspended rather than terminated on death, and may direct that a person carrying on the operator’s business following the death, bankruptcy or incapacity of the operator be treated as the operator for up to six months or the remainder of the licence period.

Regulation 14 empowers TfL to issue replacement licences where an operator has changed their business name or personal name, or where a licence has been lost, destroyed or defaced. The original licence must be returned before a replacement is issued unless it has been lost or destroyed.

Regulation 15 requires operators to keep a record of pedicab bookings, either in writing or in a form that can easily be reduced to writing.

Regulation 16 specifies the information that must be recorded for each pedicab booking, including the date, the names of the person accepting and making the pedicab booking, collection time and place, destination, driver details, any sub-contracting, additional services, fare information, passenger consent, and the pedicab vehicle licence identification number.

Regulation 17 requires operators and fleet operators to keep records of pedicab vehicles available to them or rented out, including the vehicle licence identification number, copies of the vehicle licence and insurance certificate, and the dates the vehicle became and ceased to be available.

Regulation 18 requires fleet operators to keep legible copies of pedicab driver licences and operator licences for persons to whom they provide pedicabs. Operators must keep records of pedicab drivers available to them, including personal details, national insurance number, legible licence copies, photographs, and the dates the vehicle became and ceased to be available.

Regulation 19 requires operators to keep records of persons employed in pedicab booking who have direct contact with the public, including their name, date of birth, and DBS certificate details.

Regulation 20 requires operators to keep records of complaints made about pedicab bookings and other aspects of their undertaking, including booking details, complainant contact information, the nature of the complaint, and details of any investigation and action taken.

Regulation 21 requires operators to keep records of lost property found at operating centres or in pedicabs, and property reported as lost, including dates, locations, descriptions, and evidence of attempts to return or find items.

Regulation 22 requires operators to preserve booking records for 12 months from acceptance, vehicle and driver records for 12 months after they cease to be available, complaint and lost property records for 12 months from entry, and tape recordings of bookings for 12 months. Records must be preserved for 12 months after an operator ceases to use an operating centre.

Regulation 23 makes it an offence, punishable by a fine not exceeding level 4, for an operator to fail without reasonable excuse to comply with the record-keeping requirements in regulations 12 to 20.

Regulation 24 empowers TfL to vary, suspend or revoke a licence where there has been a breach of any terms requirements or conditions. Specific grounds include criminal conviction of the licence holder or any associated person; TfL no longer being satisfied that an associated person is fit and proper; conviction of an immigration offence or imposition of an immigration penalty; supply of false or misleading information in the application; failure to comply with licence requirements or conditions; or any other relevant reason.

Regulation 25 requires TfL to give notice of suspension or revocation decisions, which take effect seven days after service. Where public safety requires immediate effect, TfL may so state in the notice and the suspension or revocation takes effect upon service. A suspended licence remains suspended until TfL directs otherwise.

Regulation 26 enables operators to apply to TfL to add or remove operating centres from their licence. TfL may require information and must be satisfied that new premises meet the approval requirements in the Schedule. Applications must be accompanied by the appropriate fee.

Regulation 27 empowers TfL to maintain a register of operator licences containing the licence number, holder's name, grant date and expiry date, and other appropriate particulars. TfL may maintain a supplementary register of licence holders' addresses, which may only be disclosed to persons with sufficient reason.

Regulation 28 provides that applicants may request TfL to reconsider decisions to refuse, vary, suspend or revoke a licence, or to impose licence conditions, with such request being made within 28 days of the date on which TfL issued its decision. If TfL maintains its decision following reconsideration, the applicant may appeal to a magistrates' court within 28 days from the date on which the notice of the decision is served. The court may not consider questions as to whether a person should have been granted leave to enter or remain in the UK, or whether leave has subsequently been granted.

The Schedule sets out further requirements attached to operator licences. These requirements impose ongoing obligations on operators relating to matters including notification to TfL of certain events (such as arrests, convictions, and changes to application information), the maintenance and use of operating centres, material changes to the operating model, insurance, fare transparency and passenger communications, the provision of information to TfL, and the establishment of complaints and lost property procedures and the adoption of business names.

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£8.90

http://www.legislation.gov.uk/id/uksi/2026/135

ISBN 978-0-34-827962-7

