

PEDICAB LICENSING SCHEMES



Pedicabs at Chelsea Flower Show

At a recent TfL Surface Transport Panel meeting, pedicabs were discussed. This Panel sits under the TfL Board and is made up of Board Members and senior management from TfL. Following this meeting, a TfL spokesperson said: “TfL has no legal powers to deal with pedicabs and is not intending to licence them as Hackney Carriages. As such the Mayor is looking to the Government to introduce clear legislation to regulate the pedicab industry. The legislation should ensure that there are clear safety standards for pedicabs and that all such vehicles are required to be registered as for any other class of passenger carrying vehicle. The legislation should also provide the framework for local pedicab licensing schemes.

“The Mayor and TfL are supportive of voluntary registration schemes, such as that being developed by Westminster City Council.”

35,000 VEHICLE OWNERS TAKE ADVANTAGE OF SCRAPPAGE SCHEME

At the end of the first month of the scrappage scheme, more than 35,000 new cars have been ordered. The scheme offers motorists at least £2,000 discount - funded equally by the Government and manufacturers - for new cars, taxis and small vans by scrapping vehicles over 10 years old. Peter Rigden, General Manager at M&O London said their £5,000 incentive – more than double the value announced by the Government - is proving popular with the cab trade, in particular owner drivers are benefiting. “During the first two weeks of the scrappage scheme we have had an excellent response and have already seen more than 30 Fairways and Metrocabs traded in for new TX4 taxis. However, I would like to remind owners not to leave it too long if they’re thinking of trading in their T-reg or older taxi – the Government have only allocated £300 million for the whole country and if response continues at this rate, the funding could run out.”

A spokesman for the Department for Business, Enterprise and Regulatory Reform said: “We are really pleased that the scheme seems to be delivering a boost so early.”



PCO Notice 18/09

Transport for London

Public Carriage Office



Over-ranking at station ranks

The PCO is currently receiving complaints about taxis over-ranking, particularly around mainline rail stations. Some complaints refer to the traffic congestion caused by this activity, particularly where the over-ranking goes onto trunk roads. Where residential streets and other roads are affected, residents can be adversely affected by noise and exhaust emissions.

The economic downturn means that it is much harder than usual to find work at the moment. It appears that many taxi drivers prefer to wait for considerable lengths of time on station ranks rather than ply for hire at other ranks or cruise for street hails. This is entirely reasonable, and drivers are free to choose how they spend their time and where they wait or ply for hire.

However, space on any taxi rank is limited and, when a rank is full drivers must not linger at the approach to the rank waiting for space to open up. This obstructs other traffic and gives rise to the complaints mentioned. A number of highway authorities have indicated that they will start enforcing waiting restrictions and penalising for obstruction offences if the present levels of over-ranking continue.

Drivers may wish to consider changing the times and places that they work in order to build up trade at inner London ranks, or provide safer options for evening and late night travel.

A list of London street ranks will shortly be available on the PCO website at tfl.gov.uk/pco.

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MAYOR OF LONDON