

LICENSING COMMITTEE

Wednesday, 4 April 2018

HACKNEY CARRIAGE & PRIVATE HIRE VEHICLES

AUTO-RICKSHAWS / CYCLE-RICKSHAWS / PEDICABS / TUK-TUKS (REP1867)

EXECUTIVE SUMMARY

1. The proposals presented to the Licensing Committee within report (**REP1750**) on 13 December 2017 have now been out for consultation for an 8 week period with the existing private hire and hackney carriage trade, the Norse Depot, the Police, the Town Councils within the Waveney district and Suffolk County Council Highways.
2. The responses received have been collated and are attached to this report as **Appendix A**.
3. The purpose of this report is for the Licensing Committee to decide, having read the feedback from the consultation, whether or not to approve the policy attached as Appendix B.

Is the report Open or Exempt?	Open
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Wards Affected:	All Wards within the District
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Cabinet Member:	Councillor Mary Rudd Cabinet Member for Community Health & Safety
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Supporting Officer:	Caroline Evans Licensing Services Manager 01394 444678 caroline.evans@eastsuffolk.gov.uk
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1. INTRODUCTION

- 1.1 Auto-Rickshaws or Tuk-Tuks are motorised, (electric motor or traditional internal combustion) typically with three wheels, designed for various uses one of which being for the purpose of carrying fare paying passengers – normally two or three although larger vehicles can carry up to six passengers.
- 1.2 Cycle-Rickshaws or Pedicabs, are pedal powered cycles (sometimes electrically assisted) with typically three or four wheels, used for the purpose of carrying fare paying passengers – normally two.
- 1.3 For the purpose of this report we will refer to motorised vehicles as Auto-Rickshaws and the pedalled vehicles as Cycle-Rickshaws; and where the provision apply to either type of vehicle, simply 'rickshaws'.

2. PROPOSAL

- 2.1 The proposals for rickshaw licensing included the requirement for any person applying to drive or ride a rickshaw for hire and reward within the Waveney district to firstly obtain a Hackney Carriage Driving Licence in accordance with the application procedure outlined in the Council's Hackney Carriage and Private Hire Licensing Policy.
- 2.2 This application procedure entails fitness and suitability checks to include criminal record checks, the requirement to hold a DVLA driving licence and a medical certificate to the DVLA Group 2 standard.
- 2.3 It was proposed, however, that an applicant who specifically want a 'Rickshaw' Hackney Carriage Licence would not be required to undertake the driving standards and geographical tests compulsory for Hackney Carriage applicants; but could 'upgrade' to a full Hackney Carriage Drivers Licence by undertaking these tests (and any other tests/requirements that might be introduced as part of the Hackney Carriage / Private Hire application criteria in the future) at a later stage.

3. CONSULTATION

- 3.1 The proposals presented to the Licensing Committee within report REP 1750 on 13 December 2017 have now been out for consultation for an 8 week period with the existing private hire and hackney carriage trade, the Norse Depot, the Police, the Town Councils within the Waveney district and Suffolk County Council Highways.
- 3.2 The responses received during the consultation period are attached as **Appendix A** with officer reply and proposed changes included.
- 3.3 During the consultation period the same process was started at Suffolk Coastal District Council. The response from the Framlingham Town Council which might be of interest to the Licensing Committee was:

...The Town Council considered the consultation document and is supporting HOUR Community (a registered Charity supported by the Rotary Club) with the purchase of a Trishaw for Framlingham, which I understand are part of the world wide project; Cycling Without Age, whose remit is to deliver a service to those in our community who are sadly no longer able to cycle anywhere, and whose health and wellbeing benefits have been proven, throughout the world, have passengers at the front.

We fully support HOUR Community in their opinion that to restrict seating to the rear would be wrong and contrary to what is a proven model around the world.

3.4 The information relating to this 'Cycling Without Age' scheme is attached as **Appendix B**.

3.5 Given that this scheme has been publicised and reported quite widely, consideration might be given to allowing pedal-powered cycles to have passengers to the fore.

3.6 **Appendix C** outlines the final policy proposal (with the proposed changes in red text).

4. HOW DOES THIS RELATE TO THE EAST SUFFOLK BUSINESS PLAN?

4.1 The introduction of licensed Rickshaws operating in the district would support new business opportunities in the region.

4.2 Notwithstanding the above, the safety of the public must be of paramount consideration.

5. FINANCIAL AND GOVERNANCE IMPLICATION

5.1 None.

6. OTHER KEY ISSUES

6.1 The decision affects the entire district.

7. CONSULTATION

7.1 Consultation took place with the existing private hire and hackney carriage trade, the Norse Depot (with respect to vehicle checks), the Police, the Town Councils within the Waveney district and Suffolk County Council Highways for an 8 week period between 8 January and 5 March 2018.

8. OTHER OPTION CONSIDERE

8.1 None.

9. REASON FOR RECOMMENDATION

9.1 To ensure the safety of the public, travelling in vehicles licensed by Waveney District Council whilst supporting new business opportunities in the region.

RECOMMENDATION

That the Licensing Committee, in accordance with the Local Government (Miscellaneous Provisions) Act 1976, adopts the licensing regime for both Auto-Rickshaws and Cycle-Rickshaws outlined in Appendix B for immediate use within the Waveney district.

APPENDICES	
Appendix A	Consultation responses.
Appendix B	Cycling Without Age information.
Appendix C	Rickshaw Policy – final proposal.

BACKGROUND PAPERS.	
Cycling Without Age:	http://cyclingwithoutage.org/