

**APPENDIX A**

<b>Consultee</b>	<b>Consultee's Comments</b>	<b>Officer Response</b>	<b>Proposed Amendment</b>
Suffolk Constabulary	Having made a few internal enquiries our position would be that we would want the same licencing criteria as taxis. That way all the relevant checks can be carried out.	Noted	N/A
Waveney Norse Depot	Happy with proposals.	Noted	N/A
Suffolk County Council Highways	Thanks for your enquiry regarding possible introduction of a policy to cover licensing Rickshaws and the like. I have consulted Mark Stevens (Assistant Director for Operation Highways), Dave Watson (Transport Strategy Manager) and Peter Grimm (Strategic Traffic Manager). I can confirm that 'Highways' have no interest in your future licensing for Rickshaws.	Noted	N/A
Beccles Town Council	Our councillors have noticed in the draft licence policy that the Rickshaws would have to be restricted to predetermined routes. Can you clarify why this would be necessary? Would it be because meters would be required if the routes weren't predetermined?	There are two reasons, one is because of the meter (I'm not sure that the meter would work effectively on a pedalled vehicle) but the main reason is that a lot of the towns do not have taxi ranks anyway. The main enquiry we had was relating to Southwold where someone wants to do a route around the harbour road and there are no ranks there at all. We don't really envisage this type of vehicle being used as a normal taxi would be, more as a tourist attraction (not unlike horse and carriage rides) so we thought a predetermined route with a predetermined fare, clearly advertised.	None
Bungay Town Council	No response.		N/A
Halesworth Town Council	No response		N/A

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Lowestoft Town Council	No response		N/A
Southwold Town Council	<ul style="list-style-type: none"> <li>· Give greater clarity to the specific conditions attached to Riders and incorporate these is a further section equivalent to the section applicable to Drivers</li> <li>e.g. (h) (ii) the requirement to hold a driving license cannot apply to riders nor could (h) (iii)</li> <li>· The first paragraph on page 2 appears out of context and is not readily understood. Clarify, relocate or delete.</li> <li>· In the first line of (k) delete “practicable” and insert “applicable”</li> <li>· The legislation cited in (k) (i) was amended in 2015 (No. 474) Propose update</li> <li>· The legislation cited in (k) (ii) was repealed on 6 April 2011. The 2010 Regulations now apply. Propose revise</li> <li>· The legislation cited in (k) (iii) was amended in 2015 (No. 24) Propose update.</li> </ul> <p>The Southwold Town Council do not want any such vehicles to operate within the town.</p>	<p>Thank you for forwarding this response. The legislation has indeed changed and I am very grateful that this was flagged up before we finalised the policy.</p> <p>I think the other queries relating to drivers/riders are easily explained; what I should have expanded on was the fact that the driver (or rider) will more or less have to be granted a hackney carriage licence (in the same way as Taxi drivers). We will call it a Rickshaw Drivers Licence. I say more or less because we are waiving the necessity to do the driving standards and geographical test and this is where we have included the paragraph to say that a driver could then go one to do these elements of the full hackney carriage test in order to obtain a full hackney carriage licence (top of page 2).</p> <p>So, to run a business using a cycle-rickshaw or auto-rickshaw, for hire and reward, there would need to be two licences issued; a rickshaw driver licence and a rickshaw vehicle licence.</p> <p>This in turn means that we could indeed have a policy that requires <u>all</u> applicants to have a full UK DVLA drivers licence. The Committee felt this was justified because we want any person using one of these vehicles to transport the public to have a good knowledge of the road.</p>	<p>Remove the word practicable and replace with applicable at (k).</p> <p>Revised policy document to show legislative updates.</p> <p>Policy to include reference to all Town councils but contain a guidance note to say not to apply to Southwold Town Council – this would allow for any change in the future..</p>

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<p>Licensed Hackney Carriage &amp; Private Hire Trade.</p>	<p><u>Driver: Bryan Grint Badge no.334.</u>          Regards the proposal of Rickshaw Licensing of auto-rickshaws, tuk tuks, cycle-rickshaws, pedicabs. I have no objections to them operating in the Waveney Area during Summer &amp; Autumn months. Preferably off the main highway. Preferably for usage along the Promenade as they are slow moving. Will be a nice feature to our town.</p> <p><u>Driver: John Parson. WPHD0013.</u>          Thank you for your letter regarding rickshaw licensing and request for comments from prospective licence holders. I have no interest in such a scheme and wonder whether many other drivers have the same view but the responses you receive will help determine it proceeding. I do, however, welcome the chance to reply.</p> <p><u>Driver: P Vigo di Gallidoro WHCD0008</u>          Having recently received a letter regarding the licensing of rickshaws I can only assume that someone has shown an interest in running them I have seen them operating in other areas i.e. London and they seem to do nothing but cause chaos they do not abide by any rules they pick up passengers from taxi ranks do flag Downs and charge whatever they think now from my experience I have found that the council have been unable to stop private hire vehicles from picking up flag downs and sitting on ranks, and that we have hackney carriage drivers who have no idea where</p>	<p>All comments noted.</p>	<p>None</p>

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	<p>they are going and cannot speak enough English for the customer to explain where to go. then I see no way that proper control could be administered over these rickshaws saying the vehicles would only be allowed to do set routes on set prices is living in cuckoo land.</p>		