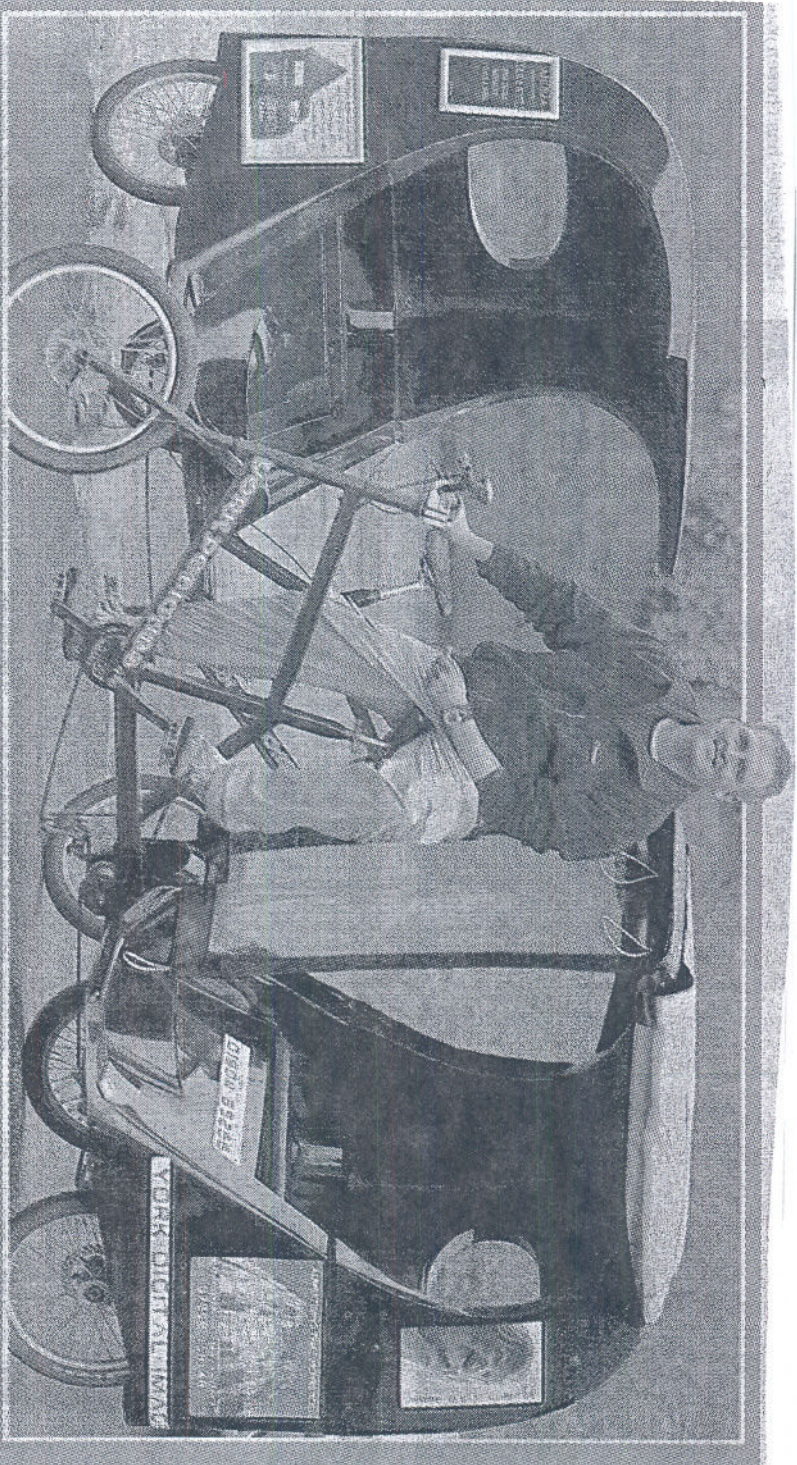




Annex 1



# Tip the cabbie a wink

**HAIL a Pedicab in York for free. Er, unless of course, (wink wink) you want to tip the rider of these three-wheel rickshaws.**

That is how 23-year-old barman Paul Styles is managing to steer a tricky path around the licensing laws which normally apply to hailing a cab.

Paul, who bases his business at Parkside Commercial Centre, in Skeldergate, has four of the vehicles up and running, mostly within the city centre (and two to come). He relies purely on business sponsors to fund the venture.

So far he has been backed by the likes of The Cock And

Bottle, in Skeldergate. The Varsity Bar, in Lendal, and York Digital Image, in Ousebridge.

Paul said: "I found this loophole in the licensing rules, at least temporarily until the authorities devise tailor-made licensing rules for Pedicabs."

A team of four part-time cyclists offer the service to the public between say, restaurant and theatre and pub to club.

Paul said: "It is an ideal way of getting from the pub to the station, which means you can have a drink and not bother about the car."

The three-wheelers are designed to carry three passengers, maximum and all are sheltered from the rain under a canopy.

Occasionally, at race meetings, Paul's business operates between the city centre and the race course via a scenic Ouse-side route.

He said: "I first got the idea when I saw these pedicabs operating successfully in Edinburgh."

"Then I discovered that there were as many as 400 operating in London, based on advertising sales and realised that I could fund a similar venture in York in much the same way.

"It's the greenest form of travel anywhere in the city and the most fun, even for the power source, who are all cycling buffs, including myself.

"I have had staff – and tremendous help – from Bike Rescue, York's recycle cycle centre"

He said that far from seeing taxi drivers as his rivals, he hoped to work with them.

"If someone flags me down and wants to travel further afield than my York-only brief, then I will be happy to supply the phone numbers of local taxi firms or physically transport them to a taxi rank."



Anney 1.





Annex 2

Robert Sykora

10<sup>th</sup> December 2007

1, Sylvan Ridge  
Ferndale,  
Huddersfield HD2 1ZH

To:

John Lacy, Licensing Manager  
City of York Council  
9 St Leonard's Place  
York YO1 7ET

Re: Operating Rickshaws in York

Dear Mr Lacy,

Many thanks for your informative telephone conversation of last week where you informed me of the current report you are preparing for the Council for their consideration in permitting the use of passenger carrying rickshaws in York.

As requested please add this letter from myself and business colleague Stephen Murray to the list of those wishing to be considered as operators of this type of rickshaw service.

We would anticipate applying for between 12 to 24 licenses but would be willing to consider a smaller number if the council wished to pilot the scheme first. It is our intention to work very closely with the Council on this exciting scheme and for example could paint the rickshaws in City of York livery so that we could become an integral part of the York tourist scene. We are able to introduce the correct number of rickshaws according to the Council's wishes and the requirements of the market.

Many thanks for your help.

Yours sincerely .......... Robert Sykora

City of York  
Council

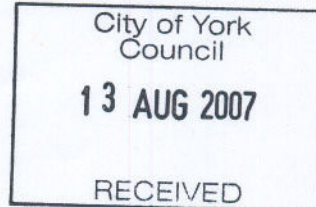
13 DEC 2007

RECEIVED



driving advertising on...

Annex 2



Dear Mr Haswell

We understand city of York council are reviewing lifting the restriction on Hackney carriage and we would like to introduce our 'velo taxi' city cruisers into York. At present we are unable to act as a hackney carriage, however due to the nature of the vehicles we operate Hackney status is vital.

**About hopon:**

We are an innovative company providing advertising opportunities on a number of pedal and motorised vehicles. We operate City Cruisers, which are muscle powered tricycles for one rider and two passengers. The vehicle operates under pedal power with electrical assistance if needed. The bodies are made from rigid plastic and are fitted to a strong steel chassis. The cabs can seat up to two adults with the opportunity for a small amount of baggage. There are covers which can be used in wet weather so the passenger can sit in comfort whatever the weather and take in the city and its attractions. It's a very efficient service and very environmentally friendly. The vehicles are also very safe and have been approved by DEKRA.

Dekra are one of the largest providers of independent vehicle inspections. Currently they undertake, annually, some 22,000,000 vehicle inspections of all types across Europe.

City Cruiser cabs combine avante garde appearance and advanced technology, and have the advantage of offering optimised advertising space. Advertisers can choose to advertise on the rear or sides of the cab. Cabs can also be fully wrapped including the wheels.

**Our main aims are :-**

- To provide a safe and environmentally sound transport solutions for the cities we work with.
- To support the local authorities we work with, and to work in partnership with the Police.
- To support the tourism infrastructure in the places we work
- Help local businesses and charities create greater awareness within the city centre through campaigns based on and around the vehicles.

**A bit about us -**

Kevin Moore: Is a Leeds born business man who has worked across a range of industries including: Property development; Pest control; Retail; Fast food

John Stainthorpe: Is a Leeds born business man who has been involved in the cycling industry since he was eight years old. He has a successful family business, Cyclesense (based in Tadcaster) and is the sole U.K distributor of LIKEaBIKE.





driving advertising on...

**Our proposal for working in York is as follows:**

Our intention is to offer a pedal taxi service around the centre of York. We would like to eventually run 12 bikes at present we have 4.

It is a fun and rewarding experience for both rider and passenger.

We would like to secure a number of major sponsors in the city and we have already had favourable responses from the Best Western Hotel and others.

**Benefits for York :**

Our overall aim is to provide environmentally friendly transport in York whilst supporting the tourism infrastructure.

We also support the ambitions of local businesses and charities by offering discounted opportunities to advertise.

In addition we would like to form partnerships with the local authority and the Police supporting promotional events at special rates.

**The proposed Route:**

We will stick to the Cycle routes around York and respect the Rules laid down by the Council.

**In Summary**

- Unique Transport service/Promote York and its attractions
- Environmentally friendly
- Innovative concept which will bring fun and charisma to the street of York
- Will help small businesses and charities promote themselves due to our competitive advertising rates
- Create more job opportunities for the people within the York area.
- Provide a fun ride for people that are less able bodied and possibly with any disabilities.





driving advertising on...

It all starts here.... We have everything in place and now we need your support to move it forwards.

We want to work with you, in partnership, to ensure hopon work for the city!

We look forward to working with you in the future.

Kind regards

John Stainthorpe

Kevin Moore hopon uk Ltd

[www.hopon-uk.com](http://www.hopon-uk.com) .....Coming very soon!.

Annex 2

Paul Styles  
41, St Pauls Terrace  
Holgate  
York  
YO24 4BJ  
22/01/08

Dear Mr Haswell,

As you may remember I gave evidence at the first Licensing meeting last summer regarding the licensing of Pedicabs in York City centre. I was later informed that in November it was put forward by councillor Horton that there should be a report brought up to look into the licensing of Pedicabs in York.

As you can see I have enclosed a copy of the London carriage office proposal for the licensing of Pedicabs in London. This first report highlights many issues that may be relevant to licensing the bikes in York and has many points for specifications, training etc. that may save you some considerable time.

As I have been running the bikes for a year on a privet hire basis and may be one of only a few operators operating should licences be approved I would like to offer my thoughts and experience on how the bikes could operate successfully within the city. Over the last year I have been able to establish operating areas, a pricing system and many codes of conduct that may be incorporated into the licensing proposal. I would like to help out with any questions or thoughts you may have about how the bikes can integrate effectively with York's tourist and transport systems.

I look forward to hearing from you in the future and if I can be of any help then please contact me on the number below.

Yours sincerely,

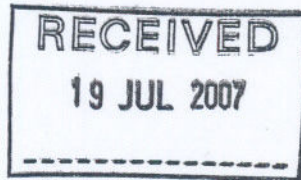


Paul Styles  
York Pedicabs

Tel: 07830 232318  
E-mail: paulstyles1@googlemail.com



Annex 2



John Lacy  
City Of York Council  
The Guildhall,  
York  
YO1 9QN

43E Wray Park Road  
Reigate  
Surrey  
RH2 0EG

2007-07-17

Ref- Licensing for Rickshaws in York Town Centre

Dear John

Further to our recent conversation I am writing on behalf of my colleague Dominic Zielke, representing Magicab Services to enquire about the licenses for Rickshaws in York Town Centre.

I understand that currently, in order to carry passengers in the town centre, one is required to obtain a Hackney carriage license.

As you are aware, initially our company Magicab Services, did not know this was a prerequisite in order to operate, however, following our discovery of this matter, we have respectfully declined to operate our business without the Councils consent.

I believe our service can bring many benefits to York, these include:

- Tours of York's historic city.
- Advertising for local businesses.
- Job opportunities for local people.
- Promotions/Advertising on behalf of York Council.
- Transport for disabled people.
- A method of transport with no pollution.

..... Plus many more.

Having undertaken research within the main town centre we have discovered this service to be very much sought after by the local people.

We believe many people would prefer to see more rickshaws operating than the noisy taxi's that exist today however we do not intend to take away any business from taxis and other passenger carrying services nor to replace them.



We simply believe we can offer an additional service to York which can bring the benefits already mentioned above. As you are aware this service is already operating successfully in many beautiful cities all over the world and has become an important part of the Tourist business.

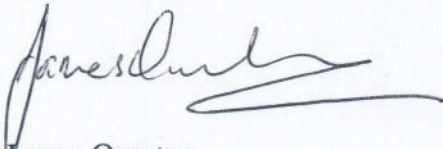
All of our rickshaws are serviced regularly and have safety certificates. We would be happy to comply with any other regulations required by the council.

We understand that there will shortly be a review of this situation in the near future and would be very grateful if you could consider our company for this exciting venture.

We understand your concern regarding a heavy influx of Rickshaws to York if this situation changes however we would propose a limitation on rickshaw licenses and would be happy to comply with this.

If you can let me know at your earliest convenience what is required of us to begin business or indeed when this is due to be reviewed that would be greatly appreciated.

King Regards

A handwritten signature in black ink, appearing to read 'James Overton', with a long horizontal flourish extending to the right.

James Overton  
Magicab Services

Telephone- 07855 393180



Annex 3

Hi John,

Pedicabs:-

\* Due to the slow moving nature of the vehicle and lack of opportunities for safe overtakes within the city centre in particular, a serious congestion problem could ensue. This will affect the First York Buses mostly (and the FTR will stand no chance). This could lead to driver frustration and inappropriate behaviour.

\* Moving out of junction into the traffic stream will also be an issue (particulaly at night as traffic speeds increase).

\* On a night time there are concerns as to the illumination of the vehicle to identify it specifically as a pedicab. This needs to be so as it is a unique slow moving passenger carrying vehicle and the safety of the occupants are paramount. it is not just a case of putting lights on the vehicles.

\* Whilst on the issue of safety, how can the council guarantee that a vehicle which they have licenced as 'safety to ply for public passenger carrying' will provide any protection in any kind of collision with another vehicle. By licensing the vehicles, the council must be accepting vacareous liability in the fact that they are saying these vehicles are a safe form of transport. What guarantee is there or certification of safety.

\* Do we know what level of protection these vehicles would provide to the passengers if run into from behind / side or frontal impact at 30mph (or above as there is no restriction as to sphere of operation)?

\* Is the council to guarantee road worthy-ness and how is this to be done. Who sets the standards?

\* I understand that these machines are operating in the centre of London and in particular around Covent Garden , the West End where the roads are wider and traffic slower than here in York, yet there are still problems with these vehicles causing considerable congestion.

\* I think that there are probably many issues which are not listed above and need to be explored further and in more detail.

Hope this is helpful,

Steve Burrell  
Traffic Management Liaison Officer,  
Central Area,  
Fulford Road,  
York YO10 4BY

Tele : Int 2352 or Ext 01904 669352  
Mobile : 0789 0907035  
FAX : 01904 669460  
steve.burrell@northyorkshire.pnn.police.uk  
Group email  
centraltm@northyorkshire.pnn.police.uk  
www.northyorkshire.police.uk



Annex 4

Lacy, John

From: Briggs, Alistair  
Sent: 19 February 2008 15:21  
To: Lacy, John  
Cc: 'Steve.Burrell@northyorkshire.pnn.police.uk'  
Subject: RE: Pedicabs



Rickshaws  
information Sheet.doc

Thanks for this John, a colleague wrote up some notes on this subject a couple of years ago (see attached) when this was last raised as a possibility. Whilst some of the comments are now out of date with the change in numbers of hackney carriages allowed, etc, the basic concerns about congestion remain. Not sure if the bit about hackney carriages having to be wheelchair accessible is correct, but if so it may need a creative solution. There's also mention of use of the central area as being impossible. Not strictly true, but it would need an amendment to the Traffic Regulation order which may not get Member approval as it weakens the effectiveness of the pedestrian zone. As the use of rickshaws is most likely for a touristy type use, rather than a commute from the suburbs to the station, then the inability use the central pedestrianised core would appear to limit the potential for this form of transport.

The main concerns for me are:

That it would be a slow vehicle, 6-8mph, with little opportunity for it to be overtaken in narrow streets. Having said that this would likely only be a problem if there were lots of them operating at the same time, which is unlikely.

Would they need their own ranks or suitable places where they could stop for a break? Not much scope to provide either that wouldn't impact on existing taxi ranks, residents parking needs or pay and display spaces, none of which I'd like to see reduced.

Use of bus lanes would affect park and ride and bus service, but again if numbers were low it wouldn't be the end of the world, just very frustrating and would likely generate ongoing complaints.

Initial thoughts, hope they help.

Alistair

-----Original Message-----

From: Lacy, John  
Sent: 19 February 2008 13:32  
To: Briggs, Alistair  
Subject: FW: Pedicabs

-----Original Message-----

From: Burrell, Steve [mailto:Steve.Burrell@northyorkshire.pnn.police.uk]  
Sent: 19 February 2008 11:36  
To: Lacy, John  
Subject: Pedicabs

\*\*\*\*\*  
Internet email is not to be treated as a secure means of communication.  
North Yorkshire Police monitors all internet email activity and content.  
This communication is intended for the addressee(s) only.  
Please notify the sender if received in error. Unauthorised use or  
disclosure of the content may be unlawful. Opinions expressed in this  
document may not be official policy. Thank you for your co-operation.  
\*\*\*\*\*



## Rickshaws Information Sheet

### Issues concerning their operation in York

Under the Traffic Management Act 2004 the primary network management of local traffic authorities is to secure the expeditious movement of traffic on the road network. To achieve this we are to use action to secure the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on the road network.

### Speed and Manoeuvrability

Rickshaws are unable to accelerate quickly at junctions and as such may compromise their capacity. They may also cause undue delay to other vehicles, particularly public transport, if operating on the inner ring road – the knock on effects for other road users of this include negative impacts on air quality, queue lengths and driver frustration. There are concerns about the manoeuvrability of the rickshaws, in terms of their ability to move aside for other traffic and negotiate obstacles – particularly if they were to be used within the Footstreets area outside of the restricted times as this is primarily used by pedestrians.

### Pedestrian Safety

An inherent problem with these types of vehicles is that they are silent. In the past this has caused problems with pedestrians as they are unable to hear them approaching until they are almost upon them.

### Access Restrictions in City Centre

Movement in the centre of the city of York is governed by a number of traffic regulation orders which prohibit vehicles in parts of the centre at different times of the day. Information about these restrictions can be obtained from either the City of York Council website or the council offices at 9 St Leonards Place.

In addition to the pedestrian zone restrictions, there is also a 24 hour access only restriction in place along Blake Street, Davygate and Parliament Street and between Spurriergate, Coney Street and Lendal. These routes must not be used to cut through from one side of the city centre to the other, they are only to be used for access to premises located on the streets.

### Congestive effects on Inner Ring Road

Permission would not be granted for rickshaws to travel on extended sections of the inner ring road, or at all during peak commuting times, due to the potential congestive effects on other traffic. If rickshaws were to use any sections of the inner ring road there would have to be agreed measures taken to mitigate any negative impacts on traffic slow, such as a strategy for allowing other vehicles to pass if necessary on heavily trafficked routes.



## Background to Rickshaws in York

1993-1995 - Cycle Rickshaws were licensed to operate in York as omnibuses. They were given a pre-determined route that commenced from a rank in College Street and they were not permitted to use any of the streets within the pedestrian area during restricted hours

1998 - The case of R v Cambridge City Council, ex parte Lane. It was ruled that a cycle rickshaw comes within the definition of a hackney carriage under the Town Police Clauses Act 1987.

In York, we allocate a limited number of hackney carriage licenses and all hackney carriages must be wheelchair accessible. We are unable to increase the number of licenses issued, and as a cycle rickshaw would not meet the necessary criteria it is therefore not possible for one to operate as a hackney carriage within the city.

However, rickshaws can be licensed as private hire vehicles. This would mean that passengers must ring a central operating base to book a rickshaw, then one can be dispatched to pick up from a pre-arranged meeting place. The rickshaws would not be permitted to wait on the public highway as this would constitute forming a rank, nor would they be able to pick up passengers without a booking.

### Frequently Asked Questions

Q. Why are the tourist buses and horse and carriages allowed access into the city during the restricted hours

A. The tourist buses do not actually enter the Footstreets area during the prohibited times, and the horse-drawn carriages are allowed into certain parts as they were licensed to operate within the area some 30 years prior to the introduction of a pedestrian zone. It is not possible to waive the restrictions of the Footstreets zone for the operation of rickshaws.

Q. Would it be possible to have more than one base of operations

A. There is no reason why you would be unable to have more than one base, though you will not be able to store the rickshaws on the public highway outside the premises as that is essentially ranking for business from the street.

Q. Do passengers have to travel to the base of operations for pick up

A. No. You would be able to operate as a private hire vehicle and as such be able to travel to pick up passengers from any pre-arranged location – provided it was not within the restricted areas.

Q. What access restrictions apply in the Footstreets Area?

A. Information on all the restrictions in the city centre can be obtained from the City of York Council's website. Alternatively there are leaflets available from the reception at 9 St Leonards Place.



Further Information

For further licensing information please contact Angela Ruane on (01904) 551461

For further network management/route information please contact Claire Stringer on (01904) 551337

See also:

Button, James (2004); *Taxis – Licensing Law and Practice*, LexisNexis UK

<http://www.york.gov.uk>