

## LICENSING COMMITTEE

**Wednesday, 5 August  
2020**

**5.00 pm**

**Virtual Meeting**

Membership:	Kathleen Brothwell (Chair), Loraine Woolley (Vice-Chair), Councillors Jane Loffhagen, Alan Briggs, Liz Bushell, Biff Bean, Bill Bilton, Bill Mara, Adrianna McNulty, Ralph Toofany and Pat Vaughan
Substitute members:	Councillors Bob Bushell, Gary Hewson and Jackie Kirk
Officers attending:	Tom Charlesworth, Becky Scott Democratic Services and Legal Services

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## AGENDA

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### VIRTUAL MEETING

To join this meeting please click on the link below:

<https://zoom.us/j/94371643061?pwd=UFFJN202amh4WmtVL1U3N0RrVW5nUT09>

and enter the password: **710183**

Or join via phone by calling:

**0330 088 5830**

### SECTION A

### Pages

1. Confirmation of Minutes - 22 January 2020
2. Declarations of Interest

**3 - 8**

Please note that, in accordance with the Members' Code of Conduct, when declaring interests members must disclose the existence and nature of the interest, and whether it is a disclosable pecuniary interest (DPI) or personal and/or pecuniary.

3. Hackney Carriage and Private Hire minutes of previous meeting - 25 June

**9 - 10**

2020

4. Licensing of Tuk Tuks as Private Hire Vehicles

**11 - 44**

**Present:** Councillor Kathleen Brothwell (*in the Chair*),  
Councillor Jane Loffhagen, Councillor Alan Briggs,  
Councillor Liz Bushell, Councillor Loraine Woolley,  
Councillor Bill Bilton, Councillor Adrianna McNulty,  
Councillor Ralph Toofany, Councillor Pat Vaughan and  
Councillor Gary Hewson

**Apologies for Absence:** Councillor Biff Bean, Councillor Ronald Hills, Councillor  
Bob Bushell, Councillor Jackie Kirk, Charlesworth and  
John Cunliffe

**4. Declarations of Interest**

No declarations of interest were received.

**SITTING AS THE LICENSING COMMITTEE OF THE LICENSING AUTHORITY  
UNDER THE LICENSING ACT 2003**

**5. Introduction of powers to allow suspension and revocation of Personal  
Licences under Section 132A of the Licensing Act 2003**

Ian Cullen, Licensing Team Leader:

- a) presented the Licensing committee with a report informing the committee of amendments to the Licensing Act 2003 made by the Policing and Crime Act 2017 and to introduce new procedures relating to these changes
- b) explained that Section 138 of the Policing and Crime Act 2017 amended the Licensing Act 2003 and gave licensing authorities the power to revoke or suspend personal licences. This was a discretionary power: licensing authorities were not obliged to give consideration to all personal licence holders subject to convictions for relevant offences, foreign offences or civil penalties for immigration matters
- c) stated that should licensing authorities choose to use this power, the process which must be undertaken by the licensing authority to suspend or revoke a personal licence was set out at Section 132A of the Licensing Act 2003 and outlined in Appendix A of the report
- d) highlighted that before making a decision regarding the status of a personal licence, the authority must invite the licence holder to make representations regarding:
  - the relevant offence, foreign offence or immigration penalty,
  - any decision of the Court in relation to the personal licence, and
  - any other relevant information (including information regarding the licence holder's personal circumstances)
- e) highlighted in brief, the general procedure for Revoking or Suspending a Personal Licence as outlined at Appendix D of the report
- f) invited members comments and questions.

Question: If a personal licence was revoked, where would it be referred to after?

Response: It would potentially go to the Magistrates Court, in the past it had gone back to Licensing Committee.

Question: If there were numerous processes to go through, including the 21 days appeal process and any representations, how long would the process take for suspension or revocation in total?

Response: Representations had 28 days to appeal and a hearing would take place 20 days after so it would effectively be around two months.

Question: If a personal licence holder wasn't adhering to their terms, would there be any effect on the premises that they're the licence holder of?

Response: If it was a completely separate offence to being a licence holder it would be irrelevant, however, if there was a link their premises licence would be reviewed.

RESOLVED that:

- a) amendments to the Licensing Act 2003, made by the Policing and Crime Act 2017, which gave the Licensing Authority powers to suspend or revoke a personal licence be noted
- b) the Licensing Sub-Committees of the Licensing Act 2003 Committee held the authority to suspend or revoke a personal licence be confirmed
- c) the general procedure in regards to revoking or suspending a Personal Licence as set out in Appendix D be approved
- d) the hearing procedure and timescales, that currently applied to contested applications for the grant of a personal licence (as laid down in the Licensing Act 2003 (Hearings) Regulations 2005), would be applied to the procedures for decisions on whether to revoke or suspend a personal licence.

**6. Confirmation of Minutes - 17 September 2019**

RESOLVED that the minutes of the meeting held on 17 September 2019 be confirmed.

**7. Hackney Carriage and Private Hire minutes of previous meeting - 24 October 2019**

RESOLVED that the minutes of the Hackney Carriage and Private Hire Sub-Committee held on 24 October 2019 be received.

**8. Registration of Premises and Skin Piercers relating to the activities of Body piercing and Semi-Permanent Skin-Colouring**

Emma Credland, Environmental Health Officer:

- a) presented a report to the committee to seek approval to update the current bylaws regarding tattooing, acupuncture, cosmetic piercing (including ear piercing), electrolysis and semi-permanent skin-colouring under one set of consolidated model Byelaws
- b) explained that the proposed update to the skin piercing Byelaws was to expand the definition of 'ear piercing' to include 'semi-permanent' make-up and cosmetic (body) piercing and introduce a 'variation of existing registration fee'. This update would allow the registration of such activities and aid in regulation of these activities and would allow cost recovery for Officer time spent re-issuing skin piercing registrations
- c) highlighted that it was important that this industry was effectively regulated due to the risks associated with the treatments offered. There was the potential risk of transmission of Blood Borne Viruses (BBV) such as Hepatitis B and C and HIV, as well as other infections, and potential physical damage and bleeding if treatment was completed incorrectly. The recommendations would ensure greater protection to those undergoing these treatments by ensuring that businesses providing any of the aforementioned treatments operated hygienically and in a manner which would minimise the risk of infection to their customers
- d) referred to the proposed draft Byelaws as set out in Appendix A of the report
- e) invited members questions and comments.

Question: Had there been any evidence of things going wrong with body piercing?

Response: Not locally. Nationally there had been an incident involving a young girl with an ear piercing.

Question: What was the definition of semi-permanent brows?

Response: It involved a small blade piercing the skin providing a hair effect on the brow area. It was popular with people who lacked in hair altogether.

Question: Was there any cost involved in altering the Byelaws?

Response: None other than Officer time. It would introduce the ability to change the facilities of a premises and it would require the individual carrying out the activity to have their certificate updated.

Question: How would the City of Lincoln Council track down businesses that were currently operating?

Response: Some businesses had been in touch and had given us their contact details. The majority of advertising would be through social media which would help officers gauge whether businesses were operating unlawfully.

Question: Was there an annual fee that had to be paid?

Response: No, only a one off registration fee would be required at the beginning. An applicant would need to re-apply and pay a new fee if they moved to another authority.

Question: Were there many premises operating unlawfully?

Response: Unfortunately, yes and the local authority would only find out about them if something went wrong.

Question: If something did go wrong, would the Council be liable?

Response: The individual would put a claim in against the business and Officers would investigate it. If they had registered with the Council it was assumed that they had met the Byelaws. If not, it would need to be investigated as a separate matter.

Question: If the owner of a premises that was already registered wanted to expand the business, would the premises need to re-register?

Response: It would be dealt with on a case by case basis depending on what and where they were moving to. A full visit may need to be carried out to determine the outcome.

RESOLVED that the Licensing Committee considered the proposed draft of Byelaws as set out in Appendix A of this report and referred the report to full Council to approve the following:

- Adopting by resolution sections 14 and 17 of Part VIII of the 1982 Act (as amended by the 2003 Act) in their entirety, to come into force at a date set within the administrative area of City of Lincoln Council for the proper regulation of tattooing, acupuncture, cosmetic piercing (including ear piercing), electrolysis and semi-permanent skin-colouring, to ensure greater protection to those undergoing these treatments by ensuring that businesses providing such treatments operate hygienically and in a manner that would minimise risk of infection to their customers.
- Authorising the making of Byelaws regulating the practise of acupuncture under Section 14(7) of the 1982 Act as soon as section 14 of that Act was adopted as in point 8.2 above within the administrative area of City of Lincoln Council.
- Authorising the making of the Byelaws regulating the practises of tattooing, semi-permanent skin-colouring, cosmetic piercing and electrolysis under Section 15(7) of the 1982 Act as soon as section 15 of the 1982 Act was adopted as in point 8.2 advice within the administrative area of City of Lincoln Council. The Strategic Director for Communities and Environment be authorised to make the consolidated Byelaw attached at Appendix A made under the provisions of Sections 14(7) and 15(7) of the 1982 Act, as amended, and take all necessary steps to secure their confirmation with the Secretary of State and carry them into effect

- That the Council's common seal be affixed to the Byelaws and that following advertisement, the Byelaws be submitted to the Secretary of State for Health for approval.

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**Present:** Councillor Pat Vaughan (*in the Chair*),  
Councillor Loraine Woolley, Councillor  
Kathleen Brothwell, Councillor Alan Briggs and Councillor  
Adrianna McNulty

**Apologies for Absence:** None.

**1. Confirmation of Minutes from the Previous Meeting held on 27 February 2020**

RESOLVED that the minutes of the meeting held on 27 February 2020 be confirmed.

**2. Declarations of Interest**

No declarations of interest were received.

**3. Exclusion of Press and Public**

RESOLVED that the press and public be excluded from the meeting during consideration of the following item(s) of business because it is likely that if members of the public were present there would be a disclosure to them of 'exempt information' as defined by Section 100I and Schedule 12A to the Local Government Act 1972.

**4. To Interview an Applicant for a Re-Licence of a Private Hire Driver's Licence who has 9 Current Penalty Points - Item No: 08/2020**

The Licensing Officer:

- a) provided a report to determine whether the licence holder was a fit and proper person to continue to hold a private hire drivers licence having 9 valid penalty points on his driving licence.
- b) stated that the licensee had held a licence since May 2004.
- c) explained that the licensee made an application for a re-licence on 6 April 2020.
- d) highlighted that on the re-licence application the licence holder declared that he had received 6 penalty points in June 2019 for a speeding offence.
- e) reported that following a driving licence check a further endorsement showed for a speeding offence in September 2018.
- f) alerted the Sub Committee to the current Hackney Carriage and Private Hire Licensing Policy which stated the following in relation to penalty points; *'If a driver receives 9 or more penalty points for minor or some hybrid traffic offences, the matter will be referred to the Hackney Carriage and Private Hire Sub-Committee for a hearing. The driver will be expected to address the issues before the Sub-Committee.'*

The Decision was made as follows:

That the Private Hire Drivers Licence be granted along with a warning letter issued which would remain valid for three years.

Reasons for the Decision:

1. Members of the Sub-Committee felt that the applicant was a very genuine person.
2. The applicant had held a Private Hire Drivers Licence for 16 years without any convictions and had never been in front of the Sub-Committee before.
3. Members of the Sub-Committee believed that there were genuine reasons which led to the penalties on the applicant's driving licence and that the applicant was remorseful of his actions.
4. The applicant was requested by many customers and was classed as a VIP driver.

<b>SUBJECT:</b>	<b>LICENSING OF TUK TUKS AS PRIVATE HIRE VEHICLES</b>
<b>DIRECTORATE:</b>	<b>COMMUNITIES AND ENVIRONMENT</b>
<b>REPORT AUTHOR:</b>	<b>THOMAS CHARLESWORTH, LICENSING OFFICER</b>

**1. Purpose of Report**

1.1 To consider an application in the form of a proposal, received from Christine Kimbrell (the applicant), Managing Director of both Seyexclusive Ltd and Holla Tuk Tuk Ltd to licence a Tuk Tuk as a private hire vehicle.

**2. Executive Summary**

2.1 To seek the Committee' decision on whether to depart from its current policy to licence a vehicle that does not meet all of the criteria as set out in the private hire vehicle specification contained within the Hackney Carriage & Private Hire Licensing Policy.

2.2 The onus is on the applicant to explain to the Licensing Committee why it should depart from that Policy and allow Tuk Tuks to be licensed as private hire vehicles in Lincoln.

2.3 Reasons should be given for the determination and if policy has been departed from, then reasons for such departure should be given.

**3. Proposal**

3.1 An application in the form of a business proposal has been received into the Licensing Office detailing a plan to provide a private hire service between designated routes in Lincoln, these being:

- Castle Hotel, Westgate;
- Train Station, St Mary's Street;
- Tower Hotel, Westgate;
- White Hart Hotel, Bailgate;
- Drury Lane;
- St Martins Lane;
- DoubleTree by Hilton Hotel Lincoln, Brayford Wharf North

3.2 This proposal can be seen at appendix A.

3.3 They propose to use a motorised Tuk Tuk to carry out this service and have approached the Licensing Team about the Licensing Requirements.

- 3.4 The application states, 'it is anticipated that we would operate all year round from 11am – 10pm Thursday to Sunday depending on demand. We would also consider peak times on Friday and Saturday evening, up until 11pm'.
- 3.5 In further correspondence, the applicant stated, "We will have to test the Tuk Tuks, we will definitely be operating all the holidays. We then would start operating on a Thursday – Sunday 11-11 hrs. This will be all down to demand and we will know more of the exact schedule after running it a few months. If there is no demand we won't run the Tuk Tuks."
- 3.6 According to articles published on the Lincolnshire Live website the applicant has stated that, "the company plans to start off with one taxi to see how it goes and then in a year and a half to expand to around 10 Tuk Tuks covering more of the city."
- 3.7 The applicant has confirmed in emails to the Licensing Team that if successful in their proposal they will be applying for "2 more within 6 months and a further 2 within 1.5 years". They believe that "Lincoln could easily utilise 5 Tuk Tuks, if there is demand there."

#### **4. Legislation**

- 4.1 Any vehicle used for private hire purposes (that is collecting for a journey which has been pre-booked) must be licensed as a private hire vehicle under the provisions of the Local Government (Miscellaneous Provisions) Act 1976 (the Act).
- 4.2 According to the Act a private hire vehicle "means a motorised vehicle constructed or adapted to seat [fewer than nine passengers], other than a hackney carriage or public services vehicle [or a London cab] [or tramcar], which is provided for hire with the services of a driver for the purposes of carrying passengers;"
- 4.3 A district council may grant a private hire vehicle licence (upon application) providing that the motorised vehicle is:
- suitable in type, size and design for use as a private hire vehicle;
  - not of such a design and appearance as to lead any person to believe that the vehicle is a hackney carriage;
  - in a suitable mechanical condition;
  - safe; and
  - comfortable
- 4.4 There must also be in force, in relation to the use of the vehicle, a policy of insurance as complies with the requirements of the Road Traffic Act 1988.
- 4.5 It is important to recognise that the district council is not placed under a duty to issue a licence once an application has been made; it has a discretion.
- 4.6 Therefore, even if the vehicle is suitable and satisfactory, provided the refusal is not to limit the number of private hire vehicles licensed within the district, the

district council can exercise its discretion and refuse to grant the licence.

- 4.7 A district council may also attach to the grant of a licence such conditions as they may consider reasonably necessary.
- 4.8 However, the Council cannot condition a private hire vehicle to limit the area of the district in which it can operate. Once a private hire licence has been granted to a vehicle, that vehicle can undertake journeys anywhere in England and Wales. That is irrespective of the local authority area where the journey commences, areas through which the journey passes and, ultimately, the area where the journey ends.
- 4.9 This means that's regardless of the applicant's intended use as detailed in their proposal, if a licence is granted to the applicant they would be able to operate their private hire vehicle throughout England and Wales.

## **5. Policy**

- 5.1 A Council determines vehicle suitability through the implementation of a policy. The Hackney Carriage & Private Hire Licensing Policy was agreed by the Licensing Committee and came into effect in March 2016. This policy contains a vehicle specification for private hire vehicles that can be licensed in Lincoln.
- 5.2 The Council will consider all applications for a private hire vehicle licence on their own merits once it is satisfied that the appropriate criteria have been met. Currently, if all policy criteria are met then Licensing Officers have delegated authority to issue a licence once an application is received. If an applicant does not meet all policy criteria then the Licensing Committee determines an application. The Licensing Committee will then decide whether to depart from its policy and issue a licence by determining the appropriate requirements.
- 5.3 It will be the responsibility of an applicant to show why in each case the Council should depart from the policy. Where it is necessary for the Council to depart substantially from its policy, clear and compelling reasons will be given for so doing.
- 5.4 The Licensing Committee did deviate from its current policy in June 2017 to allow a private hire operator permission to licence a Lamborghini Huracan as a private hire vehicle for restricted private hire use.
- 5.5 Whilst the vehicle was never licensed, due to no application being received, it is important to note that the Licensing Committee did not specify licence conditions that would limit the area of the district in which the vehicle would operate. It instead specified the type of private hire work that this vehicle could be used for, in this case, chauffeur services.

## **6. Tuk Tuk specification and considerations**

- 6.1 A Tuk Tuk rests on three small wheels (one at the front and two at the back) there is a cabin for the driver in the front and seating in the rear for two people.

Tuk Tuks have handlebar controls instead of a steering wheel, making them in effect a tricycle. They are commonly used as a method of transport in countries such as India, Thailand and Pakistan.

- 6.2 The model the applicant intends to licence is a white 2017 Piaggio Ape Calessino, fitted with a retractable hood, seatbelts, lighting, grab/hand rails, an audible device (horn) and a spare wheel. It is powered by a 197 cc, three valve, electronic injection, petrol engine, and a four speed gearbox that complies with Euro 4 standards. The maximum speed of this model is 37.9mph.
- 6.3 Under UK law there is no minimum speed limit for motorways and dual carriageways and very few restrictions on public roads in regards to the setting of a minimum speed limit. One example is the Kingsway Tunnels in Liverpool which are set at 10mph.
- 6.4 As stated at 4.9 above a licensed private hire vehicle can operate anywhere in England and Wales and you cannot condition a licence to limit that area and restrict a vehicle to designated routes. Although the applicant has stated the designated routes of operation in their proposal there is no guarantee that those routes will not, from time to time, be closed and diversion routes put in place.
- 6.5 The Licensing Committee should have regard to the fact that if Tuk Tuks are licensed they may operate outside of 30mph zones. For instance, the national speed limit on dual carriageways and motorways is 70mph and it could be reasoned that a vehicle with a maximum speed of 37.9mph could pose a potential risk to public safety whilst driving on one of these roads.
- 6.6 Another point to consider is that the maximum speed of a vehicle will vary dependent on the gradient of the road.
- 6.7 According to the documents provided by the applicant the mass in running order (MiRO) of the vehicle is 395kg. The MiRO is the basic unladen weight of the vehicle straight from the factory.
- 6.8 The gross vehicle mass (GVM) is set at 645kg and this weight is defined as the maximum operating weight/mass of a vehicle as specified by the manufacturer. This figure includes the vehicle's chassis, body engine, engine fluids, fuel accessories, driver, passengers and cargo but excludes that of any trailers.
- 6.9 The difference between the MiRO and GVM is 250kg or 39.4 stone (551 pounds). This gives a total maximum weight (high estimate) for each person in the vehicle as no more than 83.3kg or 13.1 stone (183.6 pounds).
- 6.10 Taking into account the GVM the Licensing Committee needs to be satisfied that a fully laden Tuk Tuk powered by a 197 cc petrol engine can cope with going uphill and downhill, linking the top and bottom of Lincoln's Steep Hill as described in the applicants proposal. That the vehicles brakes which are pedal operated, dual circuit; front and rear drum are sufficient in their breaking capacity for a fully laden vehicle to be stopped coming downhill. Lastly, that the vehicle is

stable on three wheels taking corners on hills when fully laden.

- 6.11 Before the Licensing Committee considers whether it should licence a Tuk Tuk as a private hire vehicle it should remember that its primary concern is the safety of the travelling public, which includes the driver of the vehicle.
- 6.12 An image of a Piaggio Ape Calessino can be seen at appendix B.
- 6.13 At appendix C, you can see a brochure for this vehicle which details its technical specifications. The brochure mentions a quick-fit optional window kit; the applicant has confirmed that this will be purchased with the vehicle. It is important to note that the window kit will also add to the GVM as stated above and therefore the combined maximum weight for each person in the vehicle will be lower as stated at 6.9 above.
- 6.14 The applicant has stated that the Tuk Tuk will have a livery showing the company name of "Holla", an image of which can be seen at appendix D. The applicant Christine Kimbrell is the Director of Holla Tuk Tuk Ltd.
- 6.15 This vehicle has been imported by the applicant from Timo Streit of Streit Automobile GmbH in Germany. A contract partner for Piaggio Commercial Vehicles.
- 6.16 A copy of the German registration certificate part 2 can be seen at appendix E. This vehicle registration document is the "proof of ownership" of the vehicle.
- 6.17 At appendix F a copy of the EU certificate of conformity can be seen. This certificate is issued by Piaggio the manufacturer of the Tuk Tuk and is given to exporters / importers to show that the goods or services bought or supplied meet the required standards. The document is usually required during customs clearance of goods to some countries.
- 6.18 The applicant has made the Tuk Tuk available to members of the Licensing Committee prior to the hearing so that they could experience what it is like to be driven as a passenger in this kind of vehicle. Members were requested to travel on one of the designated routes as highlighted in the proposal (appendix A).
- 6.19 I have asked the applicant to bring the Tuk Tuk to this hearing so that members will also be able to inspect this vehicle before the Licensing Committee is asked to make a decision on whether to licence one as a private hire vehicle.

## **7. Current vehicle specification (contained in the policy)**

- 7.1 According to the Council's policy all private hire vehicles to be licensed must have either:
- European Whole Vehicle Type Approval (M1);
  - British National Type approval; or
  - British Single Vehicle Approval (before 29 April 2009) or:
  - Individual Vehicle Approval (from 29 April 2009).

- 7.2 The applicant confirms that, as it states in their proposal, the imported Tuk Tuk they intend to licence has gone through a strict safety and compliance test.
- 7.3 This test is a pre-registration inspection for cars that have not been type approved to British or European standards. The main purpose of the check is to ensure that the vehicles have been designed and constructed to acceptable safety and environmental standards before they can be used on public roads.
- 7.4 Members will appreciate that public safety is a fundamental concern that must be considered as part of the licensing process. Therefore, the requisite individual vehicle approval (IVA) registration certificate must be issued confirming that the vehicle meets these necessary environmental and safety regulations.
- 7.5 The Tuk Tuk the applicant wishes to licence has gone through the IVA scheme and a vehicle registration certificate (V5C) has been issued by the Driver and Vehicle Licensing Agency (DVLA) confirming registration of this vehicle. This certificate contains all the essential information about the vehicle, such as the date it was first registered, its manufacturer, and the colour and engine size. It also shows who the vehicle's registered keeper is. A copy of the V5C can be seen at appendix G.
- 7.6 At appendix H a copy of the number plate authorisation certificate issued by the DVLA can be seen. This document provided by the applicant give the holder authority to obtain number plates.

## **8. Other vehicle specifications (contained in the policy) to be considered**

- 8.1 Also within the private hire vehicle specification contained within the Council's policy are the following requirements:
- 8.2 "The vehicle shall be right-hand drive only."
- 8.3 "The vehicle shall have four road wheels with the vehicle manufacturer's recommended size of wheels & tyre specification and be equipped with a spare tyre or a means of inflation (except those vehicles designed for and running "run-flat" tyres)."
- 8.4 "Have at least four passenger doors including the driver's door, which can be opened from the inside and the outside. These can be hinged or sliding doors."
- 8.5 "The vehicle must have sufficient seating capacity to carry a minimum of 4 adult size passengers and not more than 8 passengers and be forward or rear facing."
- 8.6 "Interior lighting shall be fitted within the vehicle sufficient to illuminate the whole area and shall operate automatically when a door is opened."
- 8.7 "The vehicle must be able to carry a reasonable amount of luggage. Luggage



should be safely secured and not stored in such a way to hinder access to any doorway.”

8.8 In regards to the above requirements detailed at 8.2 through to and including 8.7 above the Tuk Tuk does not comply with these vehicle specifications. Therefore, the Council would need to depart from its policy and remove these requirements from the vehicle specification so that Tuk Tuks can be licensed as private hire vehicles.

8.9 There is an exemption contained within section 2 (seating) of appendix c (private hire vehicle specifications) of the policy that states:

8.10 “Except where application is made for a vehicle wishing to carry less than 4 passengers in which case its suitability to be licensed will be determined on its own merits.”

8.11 Once again, the Council must give clear and compelling reasons for any departure from policy.

## **9. Testing requirements (MOT)**

9.1 Before a vehicle is presented for licensing it shall undergo a test at a DVSA Approved Testing Station. This is to ensure it meets Motor Vehicles (Construction and Use) Regulations, including emission test standards.

9.2 The vehicle shall then be tested in accordance with a standard MOT Test and be issued with a MOT Certificate.

9.3 From the date of the initial test the vehicle shall be subject to a MOT Test at intervals of not more than six months.

9.4 Depending on the unladen weight of the vehicle the MOT will either be a class 3 MOT, 3-wheeled vehicles (up to 450kg unladen weight) or a class 4 MOT, 3-wheeled vehicles (over 450kg unladen weight).

9.5 According to the EU certificate of conformity (appendix F) the mass in running order (MiRO) is 395kg therefore a class 3 MOT will be required.

9.6 The private hire test requirements as detailed above are contained in the policy and will remain a requirement in regards to the proposed licensing of Tuk Tuks as private hire vehicles.

9.7 Private hire vehicles licensed in Lincoln can only be tested by a testing station authorised by the Council. The Licensing Team has confirmed that a class 3 MOT can be performed by a number of these testing stations.

## **10. Public safety**

10.1 One of the main aims of the private hire vehicle specification contained within the Hackney Carriage & Private Hire Licensing Policy is to ensure that licensed

vehicles are safe for use by the public, the driver and do not pose any risk to other road users.

- 10.2 Most licensed vehicles have a range of safety features as standard such as seat belts, driver and passenger airbags, crumple zones, anti-lock braking systems (ABS), and traction control. As technology improves, newer cars are being manufactured with more advanced safety features such as autonomous emergency braking, pedestrian detection, adaptive cruise control, visibility aids, speed limiting devices, attention monitoring systems, tyre pressure monitoring systems etc.
- 10.3 These features aim to minimise the likelihood of collisions and aim to reduce injuries to the driver and passengers in the event of an accident.
- 10.4 Tuk Tuks have far fewer safety features than standard cars. They can be fitted with seat belts (as in this case) and strengthened overhead and side-impact protection, but they offer very little protection to the driver/passenger(s) in the event of a collision. In this case the Tuk Tuk does come with a quick-fit optional window kit but the more open compartment design does pose a greater risk of objects entering the Tuk Tuk and potentially causing injury, or passengers being thrown from the vehicle or injuring limbs etc. during a collision.

## **11. Passenger comfort**

- 11.1 Standard licensed vehicles have numerous features in the interests of passenger comfort such as conventional suspension, heating/air conditioning systems, comfortable seats, and are of a closed watertight design to eliminate the effects of adverse weather and reduce noise.
- 11.2 Tuk Tuks have a more open compartment design, meaning that passengers are subject to any adverse weather. In this case the Tuk Tuk has a retractable hood and comes with the quick-fit optional window kit, minimising the exposure for both driver and passengers. However there are no heating or air conditioning systems.
- 11.3 Due to the more open compartment design, passengers and drivers would also be exposed to any traffic pollution, although this would be comparable to the exposure experienced by cyclists in traffic.

## **12. Vehicle accessibility**

- 12.1 Tuk Tuks may not be suitable for all people with disabilities, especially passengers in wheelchairs. It is not possible to wheel a passenger in a wheelchair into a Tuk Tuk.
- 12.2 It is important to note that there is no requirement for private hire vehicles in Lincoln to be wheelchair accessible. However private hire vehicles licensed under our current vehicle specification should have the capacity to store a collapsible wheelchair whereas there is no luggage compartment to store one on a Tuk Tuk.

- 12.3 Private Hire vehicles must carry a guide, hearing or assistance dog provided it is wearing a harness, yellow jacket with words "Hearing Dogs for Deaf People", or name or appropriate charity, free of charge unless the driver holds a letter of exemption issued by the City of Lincoln Council on medical grounds.
- 12.4 Tuk Tuks may not be suitable to carry guide dogs however by law they must. This potentially may be an issue however the choice whether to utilise the private hire vehicle will lie with the person who is being aided by the guide, hearing or assistance dog.

### **13. Conditions of licence**

- 13.1 If the Licensing Committee is minded to grant permission to the applicant to licence a Tuk Tuk as a private hire vehicle then it is recommended to alter the condition shown below and insert the part shown in bold (or a variant thereof), on that licence.

*"The vehicle shall be of a suitable size, type, and design as approved by the City of Lincoln Council **on the 18<sup>th</sup> March 2020** for the use as a Private Hire vehicle, and shall be maintained in a safe and comfortable condition."*

- 13.2 The following condition will have to be omitted from the licence:

*"4. The vehicle shall have an engine capacity of not less than 1297 cc and a minimum passenger seating capacity of four seats and maximum of eight seats."*

- 13.3 The following condition will have to be added to the licence:

*"The person to whom a licence is granted shall after the issue of this licence and during its currency communicate in writing to the Licensing Team of the Licensing Authority a list of the private hire drivers they intend to drive this vehicle for private hire use."*

- 13.4 The reason for this condition is that a Tuk Tuk is classed as a tricycle and therefore any potential driver must be able to provide a driver's licence issued by the DVLA that shows the correct category codes and therefore demonstrate their entitlement to drive a particular type of vehicle.
- 13.5 According to Policy a licence to drive a licensed vehicle will not be granted to a person under the age of 21 and who has not held a full driving licence for a period of at least two years.
- 13.6 Driving licences must be a full UK, Northern Ireland or European Community licence.
- 13.7 An application for a vehicle driving licence cannot be processed for a person that cannot produce a valid full driving licence showing the applicant's current address.

13.8 Therefore, in this case, a driving licence must show the category codes stating they can drive both a motor vehicle and a tricycle.

#### **14. Other considerations**

14.1 To negate the need to have a similar report for any additional vehicles or replacement vehicles used by the applicant, delegation to officers is required to cater for such eventualities. This delegation will also include the power to remove, alter and / or add conditions to those licences that are issued.

14.2 The Licensing Committee may also wish to consider delegating to officers the ability to determine requests to licence similar vehicles and for conditions to be removed, altered and / or added to those licences, as required.

#### **15. Other Local Authorities**

15.1 Tuk Tuks have been licensed for private hire use in Manchester, Blackpool, Brighton, Derby, Cheshire and Ipswich. However an application to Bath and North East Somerset Council was refused in October 2016 as Members did not find the vehicles suitable in type, size and design for use as a private hire vehicle and there were concerns about safety. Newport Council refused an application in 2001 due to similar concerns.

15.2 Out of the other district authorities in Lincolnshire, only East Lindsey District Council had received an application to licence Tuk Tuks.

15.3 In 2009 the Licensing Committee of that Council refused to authorise Tuk Tuks for licensing as either hackney carriages or private hire vehicles. According to the minutes the application was refused as Tuk Tuks did not meet the criteria specified in the Council's Specification and were not suitable with regard to type, size, design, safety and comfort for use as a licensed vehicle.

15.4 The Licensing Committee can have regard to decisions by other local authorities but in making its own determination it must, first and foremost, take into account its own policy and then whether or not to depart from that policy.

#### **16. Driver & Vehicle Standards Agency (DVSA)**

16.1 On the 25<sup>th</sup> February 2020 I was contacted by Marcus Barstow, Vehicle Examiner with the DVSA, based here in Lincoln. He had seen an article regarding the proposed Tuk Tuk venture in local media and had contacted me to discuss it further.

16.2 Mr Barstow confirmed via email that although the DVSA does not have a record of an IVA for the Tuk Tuk (see 7.4 and 7.5 above) there is evidence, through the DVLA, that the vehicle is type approved under the following:-

16.3 "Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles"

- 16.4 The registration record quotes e3\*168/2013\*00009\*00
- 16.5 This registration record can be seen in documentation provided by the applicant, namely at appendices E (German registration certificate part 2), F (EU certificate of conformity) and G (V5C).
- 16.6 As the vehicle was type approved it would not have come to the attention of the DVSA before registration, therefore the DVSA do not hold any technical data regarding it.
- 16.7 However it is their opinion that the Council should impose certain conditions for the vehicle to be compliant with safety conditions, namely;
1. The fitment of a type approved seat belt system
  2. The fitment of ABS (Anti-lock Braking System)
  3. A suitable GVW (Gross Vehicle Weight) to carry two passengers of 85kg each plus driver
  4. The correct power to weight ratio (which needs to be calculated from the GVW)
  5. A minimum safety roll cage as approved from Mira.
  6. The vehicle to be fitted with a catalyst for emission control and to meet the standards from 1<sup>st</sup> September 2002.
- 16.8 Mr Barstow said that he would be happy to assist and look at the vehicle at any time. He went on to say that he was not trying to obstruct this business with its new ventures, however with the type of vehicle and the route it intends to take, safety for its passengers and emissions in such a sensitive area need to be considered.
- 16.9 The applicant has been made aware of the DVSA's comments and responded with the following statement:
- 16.10 "Many thanks for this information, we will look into any further evidence we would need to provide."
- 16.11 If the committee is minded to allow a tuk tuk to be licensed as a private hire vehicle then they can decide whether to incorporate the DVSA's recommendations or not.

## **17. Organisational Impacts**

- 17.1 Legal
- 17.2 Section 48 of the Local Government (Miscellaneous Provisions) Act 1976 which refers to the licensing of private hire vehicles states that a district council may grant a licence on the receipt of an application form from the proprietor. It further goes on to say that a district council may attach to the grant of a licence such conditions as it may consider reasonably necessary.
- 17.3 Under the same section of the Act, any person aggrieved by the refusal of a

district council to grant a vehicle licence under this section or by any conditions specified in such a licence, may appeal to a magistrates' court.

17.4 Finance

17.5 The cost of any appeal cannot be assessed but any costs incurred would have to be met from the Legal Expenses budget

**18. Decision**

18.1 The Licensing Committee is asked to consider the following:

1. Whether to refuse the application, with full reasons given,
2. Whether to depart from the Hackney Carriage & Private Hire Licensing Policy, with full reasons given, to allow the applicant permission to licence a Tuk Tuk as a private hire vehicle and if so to consider the following:-;
3. If needed, for conditions to be removed, altered and / or added to that licence, as highlighted in the report, or as required by the Licensing Committee;
4. To delegate to officers authorised under the Local Government (Miscellaneous Provisions) Act 1976 (in conjunction with Legal Services and / or Chair of Licensing Committee) the power to licence additional or replacement vehicles used by the applicant and apply the conditions set out in the report above;
5. To delegate to officers authorised under the Local Government (Miscellaneous Provisions) Act 1976 (in conjunction with Legal Services and / or Chair of Licensing Committee) the power to licence similar vehicles and to apply the conditions set out in the report above.

**Key Decision** No

**Key Decision Reference No.** N/A

**Do the Exempt Information Categories Apply** No

**Call in and Urgency:** Is the decision one to which Rule 15 of the Scrutiny Procedure Rules apply? No

**Does the report contain Appendices?** Yes

**List of Background  
Papers:**

None

**Lead Officer:**

Tom Charlesworth  
Telephone 873263

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# **holla™**

## **BUSINESS PROPOSAL**

### **The Idea**

The idea is to run a convenient fun service on designated routes linking the top and bottom of Lincoln's Steep Hill. Many visitors/locals struggle to climb Steep Hill whether it be through old age, health related reasons, restricted mobility or simply that it requires too much effort. The demand for a simple/easy option to better serve the tourists and locals and to unite the Bailgate and Town Centre would in our opinion be served by our unique addition to the services already on offer.

### **The Plan**

We plan to operate routes between Castle Hotel, Train Station, Towel Hotel, White Hart, Drury Lane, St Martins Lane, and Hilton Brayford on a pre bookable basis that is on demand, affordable and fun. Customers wishing to use the shuttle service would simply call our phone number or visit either our App or website to make a booking and our Tuk Tuk will be along in moments. The fares will be clear and visible when making the booking and payment will be accepted in cash by our driver or taken by card at the time of booking.

### **The Vehicle**

After touring many cities by different modes of transport we have always preferred to ride around a city in a Tuk Tuk. These vehicles are widely used as an appropriate form of transport in many parts of the world and even in the UK now there are many cities that are now adopting Tuk Tuks as a valued mode of transport. This gave us the idea to bring the Tuk Tuk to Lincoln, we feel that the quiriness of such a vehicle was perfect for Lincoln, it's fun and a cheaper alternative to using a traditional taxi or bus and it will enhance the tourist experience.

For those unfamiliar with Tuk Tuk's, they are a widely used form of transport especially in Thai cities, resting on three small wheels, (one at the front and two at the back), there is a small cabin for the driver in the front and seating in the rear for two people in relative comfort and space for a bag. Tuk Tuk's are generally fitted with a two-stroke engine and as such they can reach reasonable speeds and can keep up with the flow of traffic, the vehicles have handlebar controls instead of a steering wheel, making them in effect a tricycle.

An image showing the one we tend to use is below, this model is a Piaggio Ape Calessino, fitted with seatbelts, lighting, grab/hand rails and audible warning device (horn), as we plan to focus on one single routing, all of our trips will be at a low speed.

N.B The below is an example of our Tuk Tuk mdel.



### **Operating Times**

It is anticipated that we would operate all year round from 11am – 10pm Thursday to Sunday depending on demand. We would also consider peak times on Friday and Saturday Evening, up until 11pm.

### **Insurance**

We appreciate that public safety is a fundamental concern that must be considered as part of the licensing process and as Tuk Tuk's are road licenced vehicles capable of being involved in accidents, our Tuk Tuks will be covered with fully comprehensive private hire and public liability insurance.

### **Annual inspection/ safety check**

Every Tuk Tuk imported to the UK has to go through a strict safety and compliance test with VOSA called a single Vehicle Approval after which they are issued with a Ministers Approval certificate. The Tuk Tuk will be MOT'd and serviced like all

other vehicles and we have located garages that specialise in Tuk Tuks.

## **Route**

Our intention is to use set routes will be between Castle Square, St Martins Lane, Brayford, Bailgate and the train station this will hopefully avoid the majority of pedestrians who are walking between the two points but be visible enough for people to see but also fitted with a horn.

## **Personnel**

It is anticipated that we will employ 3 mature part time drivers to work on a rota basis, all our drivers would be CRB checked and will undergo specialist Tuk Tuk training courses. All employees will also carry company identification and be uniformed whilst on duty, we are confident that our team of drivers will be good ambassadors for the City.

## **Conclusion**

We truly believe that if licensed, both tourists and locals will have a safe, fun way of accessing the top and bottom of our famous Steep Hill. This service is needed for the people of our city and in addition and we are hoping it will enhance the tourist experience of Lincoln.

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**Ape Calessino, the pleasure of being unique**

Ape Calessino is a special vehicle designed to stand out, with a young, fresh, glamorous feel and style that is perfectly in tune with modern neo-vintage trends.

The inimitable aesthetics of Ape Calessino represent the perfect balance between modernity and a typically Italian tradition. Every individual detail underlies its unique nature: from the rounded form of the front wheel arch, the steel hood supports, and the protruding patrol, to the rear light cluster consisting of three, distinct circular elements, Ape Calessino oozes style from every pore, rendering it an iconic vehicle and an international success story.

A strong personality combined with its small size and excellent manoeuvrability create an incomparable mix of style and efficiency that render Ape Calessino particularly suitable for passenger transport solutions in the tourist sector, and a popular choice with resorts, exclusive hotels and high end sightseeing operators, as well as for shuttle services at theme parks, sports centres and marinas and pleasure ports, or, at a more general level, for anyone who wishes to promote their business in a distinctive manner.

Furthermore, its elegant, romantic style mean that Ape Calessino is the ideal vehicle for anyone who wants to leave a lasting impression during special events or get noticed as they slip gently through the streets of the city centre.



Ape Calessino,  
the past meets  
the future.

Ape Calessino was born in the years immediately following the end of the second world war and is still going strong today, thanks to a capacity to evolve while remaining true to its roots and character.

The 2017 model incorporates a wide range of modifications designed to render the vehicle **even more complete, and aesthetically pleasing.**

But it's not just a question of style; functionality is equally important for Ape Calessino.

The interiors receive a remarkable upgrade for both passengers and driver thus increasing comfort, enhancing the vehicle's usability and providing a more entertaining experience.

Ape Calessino is intended for use principally in city centres and green areas. For this reason, low consumption and emission are essential factors to ensure that the vehicle's **environmental impact is kept to a minimum.**

In fact, the 2017 model features the very latest technology and is equipped with a 197 cc. three valve, **electronic injection, petrol engine,** and a four-speed gearbox that complies with the most rigorous Euro 4 standards, while guaranteeing a smooth, comfortable drive.

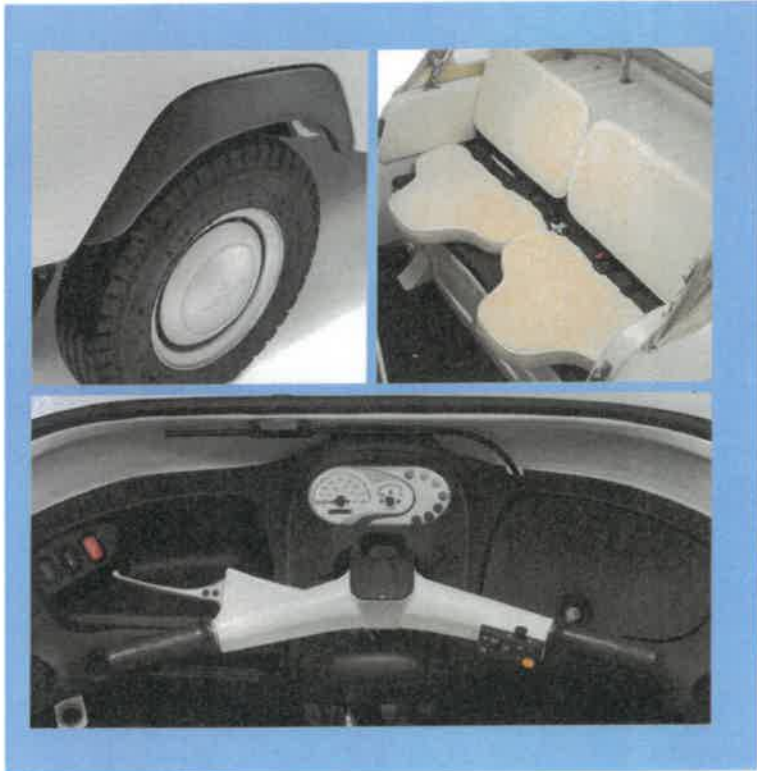


#### New features on MY 2017

- Front with traditional piaggio logo
- Front mudguard with decorative chrome elements
- Wheel arches with ape logo
- Rear mudguards
- New door designed and sills for passengers
- Spare wheel with customised cover
- Saddle style driver and passenger seats
- Separate passenger back rests
- Dashboard with lockable glove compartment
- 12 v power socket and lower cover
- New, more efficient, ergonomically designed braking system
- Euro 4 engine featuring electronic injection and reduced consumption







Versatility is the key

Approved to carry **two passengers in addition to the driver**, Ape Calessino is the only vehicle of its type to feature a **retractable hood** in an attractive sand colour, which permits passengers to admire the scenery and enjoy the fresh air whenever they wish. And, if the weather changes, thanks to the four, weather-proof canvas doors and the quick-fit optional window kit, the passengers can continue their journey in complete comfort, without forsaking the pleasure of originality.

Ape Calessino in three different liveries, which recall the classic yachting colours:



WESTERN RED



BIANCO WHITE



CHARMING BLUE



## Technical specifications

Engine	197 cc, 4 strokes, petrol, fuel injection, forced air cooling system	Wheelbase	1,920 mm
Max Power / torque	6.5 kW @ 4,750 rpm 14.0 Nm @ 2,250-2,500 rpm	Turning radius	2,850 mm
Gearbox	4 forward speeds + reverse	Track (rear)	1,140 mm
Brakes	Foot operated, dual circuit, front and rear drum	Total kerb weight	395 kg
Front suspension	Trailing link arm with coiled coil spring and shock absorber	Gross Vehicle Weight	645 kg
Rear suspension	Independent link arms with rubber springs and shock absorbers	Fuel tank capacity	7.5 l
Tyres	4.00 - 8 41#1	Max speed	61 km/h
Vehicle dimensions	length 2,820 mm, width 1,370 mm, height 1,780 mm	Homologation standard	Emissions compliance L5C-8 three-wheeler, Euro 4, driver + 2 passengers

### CUSTOMER CARE

Piaggio Commercial Vehicles Customer Care: a dedicated service created to listen to your needs and opinions

### ROADSIDE RECOVERY SERVICE

Piaggio Commercial Vehicles Roadside Recovery: a dedicated service on call 24 hours a day

The manufacturer reserves the right to modify the technical characteristics and appearance of its products at any time without prior notification. Original Piaggio spare parts offer the certainty of guaranteed quality and will keep you safe in peak working conditions.



[piaggiocommercialvehicles.com](http://piaggiocommercialvehicles.com)

COMPANY WITH QUALITY SYSTEM CERTIFIED BY UNI EN ISO 9001

COMPANY WITH ENVIRONMENTAL SYSTEM CERTIFIED BY UNI EN ISO 14001

COMPANY WITH SAFETY SYSTEM CERTIFIED BY UNI EN ISO 45001

The official **App** in the play store and on the App Store

2 years

2 years

with total no. breakdown

Dealer's stamp



D

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Europäische Gemeinschaft  
Bundesrepublik Deutschland  
Zulassungsbescheinigung Teil II

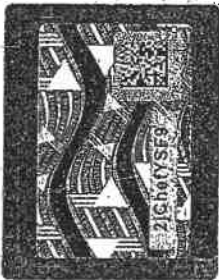


(Fahrzeugbrief)

Свидетельство о регистрации - Часть II / Permiso de circulación. Parte II / Osvedčení o registraci - Část II / Registreringsattest. Del II / Registrérimistunnistus. Osa II / Άδεια κυκλοφορίας/Παράδειγμα Εγκρίσιμης Μέσης II / Registracón certificate. Part II / Certificat d'immatriculation. Partie II / Prometna dozvola II / Carta di circolazione. Parte II / Registrācijas apliecība. II. daļa / Registrācijas liudzījums. II. daļa / Forgalmi engedély. II. rész / Certifikat ta' Registrazzjoni. IS-II Part / Kentekenbewijs. Deel II / Dowód Rejestracyjny. Część II / Certificado de matricula. Parte II / Certificat de înmatriculare. Parte II / Osvedčenie o evidencii. Čast' II / Prometno dovoljenje. Del II / Reģistrēšanas apliecība. Osa II / Registreringsbeviset. Del II

Diese Bescheinigung nicht im Fahrzeug aufbewahren!

A	Amtliches Kennzeichen	
B	Datum der Ertzulassung des Fahrzeugs	(1) Anzahl der Vorhalter
C.3.1 C.6.1	Name oder Firmenname	
C.3.2 C.6.2	Vorname(n)	
C.3.3 C.6.3	Anschrift zum Zeitpunkt der Ausstellung der Bescheinigung	
C.4c	Der Inhaber der Zulassungsbescheinigung wird nicht als Eigentümer des Fahrzeugs ausgewiesen.	
J	Datum	Datum



Nur zur Nutzung des Sicherheitscodes im internetbasierten Zulassungsverfahren freiliegen. Dokument nur unbeschädigt gültig.

FB 427741

(Nummer der Zulassungsbescheinigung)

(Fahrzeug-Identifizierungsnummer als Barcode)

D.1	Marke	PIAGGIO	(23) Raum für Interne Vermerke des Herstellers	
	Typ	TG		
D.2	Valente	4P		
	Version	MC		
D.3	Handelsbezeichnung(en)	APE CALESSINO 200		
(2)	Hersteller-Kurzbezeichnung	PIAGGIO (I)		
(2.1)	Code zu (2)	4013	(22) Code zu D.2 mit Prüfziffer	ALX000010
E	Fahrzeug-Identifizierungsnummer	ZAPT64P0003000602	(3)	Prüfziffer zur Fahrzeug-Identifizierungsnummer
J	Fahrzeugklasse	L5e-A	(4)	Art des Aufbaus
(5)	Bezeichnung der Fahrzeugklasse und des Aufbaus	3RÄDR. KFZ.	(24) Diese Bescheinigung wurde für das nebenstehend beschriebene Fahrzeug ausgegeben durch (Zulassungsbehörde bzw. Genehmigungsinhaber):	
R	Farbe des Fahrzeugs		(11)	Code zur R
P.1	Hubraum in cm³	197	P.2 P.4	Nennleistung in kW Nenn Drehmoment bei min⁻¹
				7/4750
P.3	Kraftstoffart oder Energiequelle	BENZIN	(10)	Code zur P.3
				0001
K	Nummer der EG-Typgenehmigung oder ABE	e3*168/2013*00009*00	(6)	Datum zur K
				28.07.2017
(17)	Merkmale zur Betriebsartabris		Datum: 01.04.2019	
(25)	Zusätzliche Vermerke der Zulassungsbehörde:		Unterschrift: <i>A. Romano</i>	

(maschinenlesbare Nummer der Zulassungsbescheinigung)



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ZAPT64P0003000602

EU CERTIFICATE OF CONFORMITY

MODEL A - Section 1 - COMPLETE VEHICLES

The undersigned: (Carlo Coppola responsible in charge) hereby certifies that the following complete vehicles: make (trade name of the manufacturer): PIAGGIO

- 0.1. Type: T6
0.2. Variant: MC
0.2.1. Version: MC
0.2.2. Commercial name (if available): APE CALIBRINO 200
0.2.3. Category, subcategory and sub-industry of vehicle: L5e-A
0.2.4. Category, subcategory and sub-industry of manufacturer: PIAGGIO & C. S.p.A. V.le R. Piaggio 25, I-56025 Pontedera (PI)
0.2.5. Name and address of manufacturer's authorized representative (if any): //
0.3. Name and address of manufacturer's statutory plant(s): R:K420, Y470, Z770
0.4. Location of the manufacturer's statutory plant(s): R:K420, Y470, Z770
0.4.1. Method of attachment of the manufacturer's statutory plate(s): adhesive
0.4.2. Location of the manufacturer's statutory plate(s): R:K420, Y470, Z770
0.4.3. Vehicle identification number: ZAPT64P0003000602
0.4.4. Vehicle identification number: ZAPT64P0003000602
0.4.5. conforms in all respects to the type described in EU type-approval e3\*168/2013-00009\*00

issued on 28.07.2017 (07) issued on 1 and can be permanently registered in Member States having right-left - hand traffic and using metric/imperial units for the speed for the speedometer

Pontedera 01.04.2019 Signature:

Handwritten signature

MODEL A - Section 2

General construction characteristics

- 2.1. Number of axles: 2 and wheels: 3
2.1.1. Axle with driving wheels:
2.1.2. Powered axles: R
2.1.3. Axle with steering wheels:
2.1.4. Axle with braking system: none
2.2.1. Length: 2815 mm
2.2.2. Width: 1370 mm
2.2.3. Height: 1780 mm
2.2.4. Wheelbase: 1920 mm
2.2.5. Track width
2.2.5.1. Track width rear: 1140 mm
2.2.5.2. Track width front: 988 mm
2.2.17. Masses
2.1.1. Mass in running order: 395 kg
2.1.2. Actual mass: 470 kg
2.1.3. Technically permissible maximum laden mass: 645 kg
2.1.3.1. Technically permissible maximum mass on front axle: 195 kg
2.1.3.2. Technically permissible maximum mass on rear axle: 535 kg
2.1.3.2.1. Powertrain
2.1.1.1. Manufacturer: PIAGGIO & C spa
2.1.1.2. Engine code (as marked on the engine or other means of identification): TSPDF
2.1.2. Working principle of the combustion engine: spark-ignition/positive ignition/variable valve timing/compression ratio

- 3.2.1.1.1. Number of cylinders: 1
3.2.1.1.2. Arrangement of cylinders: S
3.2.1.1.5. Engine capacity: 197 cm³

- 1.5. Maximum net power: 6.5 kW (at 4750 min⁻¹)
1.10. Basic maximum net power/mass of the vehicle in running order: 0,016 kW/kg
3.2.3.1.1. Fuel type: E5
3.2.3.1.2. Vehicle fuel combination: E5o-fuel/ET-vehicle/fuel
3.2.3.2.1. Maximum amount of E10-fuel acceptable in fuel: 10 % by volume
3.2.3.2.1. Maximum speed
1.8. Maximum speed of vehicle: 61 km/h
3.5.3.1.9. Drive-train and control
3.5.3.1.9. Transmission type(s): M
3.5.3.1.9. Gear ratios: 1/29,11 2/16,32 3/19,29 4/16,22 5/16,22 6/16,22 7/16,22
3.5.3.1.9. Final drive ratio:
3.5.3.1.9. Installation of types
6.18.1.1. Tyre size designations:
3.5.3.1.9. Table 1: 4.00-8 4PR 70F ; Tyre Pressure: 230-200 kPa ; Rim Size: 3.00 x 8
3.5.3.1.9. Table 2: 4.00-8 4PR 70F ; Tyre Pressure: 350-430 kPa ; Rim Size: 3.00 x 8
3.5.3.1.9. Sidecar wheel:
3.5.3.1.9. Door configuration and number of doors: 4; 2R,2L
3.5.3.1.9. Number of seating positions: 3
3.5.3.1.9. Seating arrangement: R/L/C ; R2:1R,1L
3.5.3.1.9. Coupling devices
3.5.3.1.9. Environmental performance
3.5.3.1.9. Environmental step: Euro 4
3.5.3.1.9. Sound level measured according to (EU)134/2014-2016/1824
3.5.3.1.9. Characteristic BS dB(A) at engine speed: 3960 min⁻¹
3.5.3.1.9. Idle-by: 73.5 dB(A)
3.5.3.1.9. Limit value for怠速: dB(A)
3.5.3.1.9. Exhaust emissions measured according to: 134/2014-2016/1824
3.5.3.1.9. Type 1 test: tailpipe emission after cold start, including the deterioration factor, if applicable: CO: 685.4 mg/km
3.5.3.1.9. THC: 210.1 mg/km
3.5.3.1.9. PM: 48.1 mg/km
3.5.3.1.9. PN: mg/km
3.5.3.1.9. Type II test: tailpipe emissions at (increased) idle and free acceleration: HC: 99 ppm at normal idling speed and: 40 ppm at high idle speed
3.5.3.1.9. CO: 0.04 % vol at normal idling speed and: 0.05 % vol at high idle speed
3.5.3.1.9. Energy efficiency
3.5.3.1.9. Fuel consumption: 3.6 l/100 km
3.5.3.1.9. CO2 emissions: 82 g/km
3.5.3.1.9. Energy consumption: kWh/km
3.5.3.1.9. Electric range: km
3.5.3.1.9. Conversion of the performance of the vehicle
3.5.3.1.9. Vehicle appropriate for converting its performance level between subcategories (L5e/L6e) A2 and (L5e/L6e) A3 and vice versa: yes/no
3.5.3.1.9. Additional information:
3.5.3.1.9. Remarks: France L5E0270000881; Italy OMAFAPAS;
3.5.3.1.9. optional hood
3.5.3.1.9. Descriptions:

Reg: FX69 DHD

DVLA 17 SEP 2019 281

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Registered keeper

You **must** make sure that the name and address printed here is correct. If it is not, see section 3.

Document reference number  
Don't share, keep it safe

9260 862 1804

468\_1073421006\_04074\_0170\_33600

MISS CHRISTINE KIMBRELL  
5 MARRINER CRESCENT  
LINCOLN  
LN2 1BB



Thinking of buying this vehicle?

**Buyer beware...**

Do you know how to avoid being tricked into buying a stolen vehicle?

For tips and advice go to [gov.uk/checks-when-buying-a-used-car](http://gov.uk/checks-when-buying-a-used-car)



**THIS DOCUMENT IS NOT PROOF OF OWNERSHIP.**

It shows who is responsible for registering and taxing the vehicle.

Registration Certificate translations

European Community

свидетелство за регистрация  
Permiso de circulacion  
Osvědčení o registraci  
Registreringsattest

Zulassungsbescheinigung  
Registreekmistunnistus  
Άδεια κυκλοφορίας/  
Προσωπικό Έγγραφο

Certificat d'immatriculation  
Teastas Cártaitha  
Carta di circolazione  
Registrācijas apliecība

Registrācijas liudlījums  
Forgalmi engedely  
Certifikat la' Registrasjon  
Kentekenbewijs

Dowód Rejestracyjny  
Certificado de matricula  
Certificat de immatriculare  
Osvědčenie o evidencii

Prometno dovoljenje  
Bekisterintilidistus  
Registreringsbeviset  
Prometna dozvola

Data protection

DVLA handles your personal data in accordance with road vehicle law and data protection laws. The law allows us to release your data to the police and other enforcement bodies. We also provide data to other parties where the law allows it. For further information about how we process your data, your rights and who to contact, see our privacy notice at [gov.uk/dvla/privacy-policy](http://gov.uk/dvla/privacy-policy)

Special notes (these notes cannot be removed)

NO. OF FORMER KEEPERS 0

1. DECLARED NEW AT FIRST REGISTRATION.

How to fill in your V5C Registration Certificate (log book)

Tax or SORN (Statutory Off Road Notification) using the document reference number above.

**1** Change my vehicle details

You **must** fill in section 1 over the page and return the whole V5C to DVLA, Swansea, SA99 1BA. For more information go to: [gov.uk/change-vehicle-details-registration-certificate](http://gov.uk/change-vehicle-details-registration-certificate)

**2** Selling or transferring my vehicle to a new keeper (not a trader)

It's quick and simple to tell us online at: [gov.uk/sold-bought-vehicle](http://gov.uk/sold-bought-vehicle) Or fill in section 2 over the page and send to DVLA, Swansea, SA99 1BA. You **must** give section 6 to the new keeper.

**3** Change my name and / or address

You **must** fill in section 3 over the page and return the whole V5C to DVLA, Swansea, SA99 1BA. You should receive your new V5C within 4 weeks. For more information go to: [gov.uk/change-name-address-v5c](http://gov.uk/change-name-address-v5c)

**4** Selling, transferring or part exchanging this vehicle to a motor trader

It's quick and simple to tell us online at: [gov.uk/sold-bought-vehicle](http://gov.uk/sold-bought-vehicle) Or fill in section 4 over the page and return just that page to DVLA, Swansea, SA99 1BA.

**5** Permanently exporting this vehicle for more than 12 months

If you or someone you're selling the vehicle to is taking it out of the country for 12 months or more, go to section 5 over the page. For more information go to: [gov.uk/taking-vehicles-out-of-uk](http://gov.uk/taking-vehicles-out-of-uk)

**6** New keeper slip

Selling your vehicle: you **must** fill in the date of sale on section 6 over the page and give it to the new keeper. **Vehicle tax or SORN isn't passed on to someone else.** For more information go to: [gov.uk/vehicletaxrules](http://gov.uk/vehicletaxrules)

# Vehicle details

Official use only

Registration number **FX69 DHD**

[A-1] **U**

B: Date of first registration **01 09 2019**  
 [B.1]: Date of first registration in the UK **01 09 2019**  
 D.1: Make **PIAGGIO**  
 D.2: Type **T6**  
 Variant **4P**  
 Version **MC**

E: VIN/Chassis/Frame No. **ZAPT64P0003000602**  
 P.5: Engine number **T8PDF**  
 F.1: Max. permissible mass (exc. m/c)  
 G: Mass in service  
 Q: Power/Weight ratio (kW/kg) (only for motorcycles)  
 R: Colour **WHITE**

Euro status  
 Real driving emissions

O: Technical permissible maximum towable mass of trailer

D.3: Model **APE CALESSINO 200**  
 D.5: Body type **TRICYCLE**  
 [X]: Taxation class **PRIVATE/LIGHT GOODS (PLG)**  
 [D.6]: Suspension type  
 [Y]: Revenue weight **645 KG GROSS**  
 P.1: Cylinder capacity (cc) **197 CC**  
 V.7: CO<sub>2</sub> (g/km)  
 P.3: Type of fuel **HEAVY OIL**  
 S.1: Number of seats, including driver **3**  
 S.2: Number of standing places (where appropriate)  
 [D.4]: Wheelplan **3-WHEEL**  
 J: Vehicle category  
 K: Type approval number **E3\*168/2013\*00009\*00**  
 P.2: Max. net power (kW)

O.1: braked (kg)  
 O.2: unbraked (kg)  
 U: Sound level  
 U.1: stationary (dB(A))  
 U.2: engine speed (min-1)  
 U.3: drive-by (dB(A))  
 V: Exhaust Emissions  
 V.1: CO (g/km or g/kWh)  
 V.2: HC (g/km or g/kWh)  
 V.3: NOx (g/km or g/kWh)  
 V.4: HC+NOx (g/km)  
 V.5: particulates (g/km or g/kWh)

## Change my vehicle details – Only fill in details to be corrected or changed

H

By submitting this form you are declaring that the information provided is correct. If you have made changes to your vehicle or if the information above is incorrect, you must

tell us by filling in the relevant box(es) below and send whole V5C to DVLA, Swansea, SA99 1BA. Use black ink and CAPITALS.

Registration number **FX69 DHD** **U**

Document reference number **9260 862 1804**

Wheelplan / Body type:

VIN / Chassis / Frame number:

New revenue weight: Date of change: Cylinder capacity (cc):

No. of seats inc. driver: No. of standing places: Type of fuel:

Engine number:

New colour: Date of change: CLR

Tax class: **Y**

For information on how to change your tax class go to [gov.uk/change-vehicle-tax-class](http://gov.uk/change-vehicle-tax-class)

## Selling or transferring my vehicle to a new keeper (not a trader)

W

By submitting this form you are declaring that the information provided is correct. You must tell us immediately if you have sold or transferred your vehicle. It's quick and simple to tell us online. If you don't receive an acknowledgment or tax refund, applicable, go to [gov.uk/contact-the-dvla](http://gov.uk/contact-the-dvla) as you may still be liable. If you want to keep the registration number you must do this before you sell or transfer. To tell us go to: [gov.uk/keep-registration-number](http://gov.uk/keep-registration-number)

You can use this form to tell us if you have:

- Sold your vehicle privately – fill in the boxes below and the date of sale on section 6 over the page. Use black ink and CAPITALS. Tear off section 6 (green slip) give it to the new keeper. Return the rest of the V5C to DVLA, Swansea, SA99 1BA.
- Sold, transferred or part exchanged your vehicle to a motor trader – go to section 4 (yellow section) on the next page.

Registration number **FX69 DHD** **U**

Document reference number **9260 862 1804**

Title: Mr: Mrs: Miss:

Or other title or business / company name:

New keeper's first and middle names written in full:

Surname:

DVLA fleet number for companies only: Date of birth: (optional)

Current UK address (house number, street name, town / city):  
 Foreign address? For information go to: [gov.uk/taking-vehicles-out-of-uk](http://gov.uk/taking-vehicles-out-of-uk)

Postcode:

Date of sale: (mandatory) Mileage: (optional)

**K**

Contact number of the new keeper: (optional)

Email address of the new keeper: (optional)

Driving licence number of the new keeper: (optional)

Official use only. Do not write in this space.

9260 862 1804 17 09 19  
 468 / 1073421006 / 04074 26



FX69 DHD

**U**

ISC



# Number Plate Authorisation Certificate

H.  
V948

**PLEASE KEEP THIS AUTHORISATION CERTIFICATE AS IT WILL BE NEEDED BY THE REGISTERED NUMBER PLATE SUPPLIER WHEN YOU PURCHASE YOUR NUMBER PLATES.**

Please read the notes over the page.

This Certificate runs out six weeks from the date stamped below (No.3). No duplicates will be issued.

When you purchase number plates you will need to produce proof of your identity along with this Certificate.

### 1. DVLA/NAME AND ADDRESS

<p>DVLA Swansea SA6 7JL</p>
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**THIS CERTIFICATE AUTHORISES THE PURCHASE OF NUMBER PLATES FOR THE REGISTRATION NUMBER BELOW**

### 2. VEHICLE REGISTRATION NUMBER

<p><b>FX69DHD</b></p>
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**Altering, or mis-representing a registration number is an offence that may result in a fine and the withdrawal of the number without compensation.**

### 3. DVLA

Authorisation Date Stamp

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