

APPENDIX 5

Individual Trade Member response to consultation 2009				
Topic	Comment	From whom	Condition number in draft shown in Appendix	Council's Response
Confusion over approved manufacturer	Makes no sense as wheelchair accessible vehicles are only permitted by approved manufactures	Richard Corfield – Taxi proprietor	1.4 – 1.5	Agreed - this has been re-worded as is found in 1.1 – 1.5
Wording	Why is a change from minibus to saloon an upgrade?	As above	4.2 ii	Agreed – this has been re-worded
Spelling error	bare	As above	11.1	Agreed – spelling corrected
Metallic roof	Why metallic roof? Not all taxis have metal roofs	As above	11.1 b	Agreed – the word metallic has been removed
No smoking signs	This overlaps with other legislation. Taxis can comply with this requirement but still fail the statutory standard, if you are including it, why not be consistent and specify the size of the sign (70mm) as many taxis do have signs that are too small	As above	11.2	Agreed – size put in
Language	Use of word “him” is sexist language	As above	18.1	Agreed. The wording is now “him/her”

APPENDIX 5

Fire extinguisher	“British Safety Approved” this is not defined, would it be more appropriate to use the European wide standard BS EN3	As above	19.1	Agreed. Wording changed
Spare vehicle	Concerned about the removal of the spare vehicle	Roger Jones – Taxi proprietor		There is no provision within the legislation to licence a spare vehicle.
Spare vehicle	Concerned about the removal of the spare vehicle	Andrew Smith		As above
CCTV	Wants to be able to have un-encrypted systems	John Jones and Harry Went – Taxi association	24.1	Agreed - Following research conditions amended to allow this
Fee for late application	This should be free	Mr and Mrs D Hufton – Taxi proprietors	Para 3	Licensing staff have delegated powers which do not include late applications. Licensing have to pay for this service and it would be unfair to the rest of the trade to bear this cost.
Objection to wheelchair access vehicles	Does not feel there are enough wheelchair users to justify the need for more access vehicles	As above	1.2 – 1.5	Council are following government guidance.
N1 vehicles	Should allow N1 vehicles if they have been converted correctly	As above	2.2	Extensive research and advice has been sought and discussed previously. New N1 applications should not be accepted.
Age of vehicle	Wants to be able to have new private hire vehicle as under five and not two	As above	3.1	This condition ensures that the fleet of vehicles remains of a high standard and is consistent with the old conditions.
Age of vehicle	Both licences should have the same age restriction	As above	3.2	Wheelchair access vehicle have a longer life span than cars, and are more costly, therefore the age is proportionate. Consistent with the old conditions.

APPENDIX 5

Colour of vehicle	Some firms may want different coloured panels	As above	5.1 b	This conditions ensures that when repairs are carried out we do not have multi coloured panelled vehicles
Number of doors	Stupid rule. 'Smart' cars only have two doors	As above	5.1 c	These are standard conditions. Applications can be made which deviate from these, but Licensing Team cannot accommodate all possible variances to vehicles in standard conditions.
Wheelchair ramps	Stupid rule. Why should on site modification be a problem	As above	7.9	Wheelchair access vehicles must remain accessible at all times in line with legislation and guidance
Wheelchair seat	Does not want wheelchair facility to be counted as a seat	As above	7.10	Council have to count it as a seat, as we can only licence vehicles up to 8 passenger seats
Roof sign	Wants roof sign on the front or rear as the magnets may cause headaches and dizziness	As above	11.1. b	The sign must be in the most visible position to be seen by passengers. Consistent with the old conditions.
Door signs	Wants magnetic door signs	As above	11.1. c	This was historically abused and necessitated a change to permanent stickers.
Late applications	Criticism about late applications not being dealt with by the officers directly and that committee attendance is penalised by £150 fee.	As above	12.5 – 12.7	Licensing staff have delegated powers which do not include late applications. Licensing have to pay for this service and it would be unfair to the rest of the trade to bear this cost.