

<b>Individual Trade Member response to consultation 2009</b>				
Topic	Comment	From whom	Ref no Appendix1	Response
Confusion over approved manufacturer	Makes no sense as wheelchair accessible vehicle are only permitted by approved manufactures	Richard Corfield – Taxi proprietor	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 consistant and specify the size of the sign (70mm) many taxi do have signs that are too small	As above	11.1 b	Agreed – size put in
Language	Use of word him is sexist language	As above	19.1	Agreed. The wording is now him/her
Fire extinguisher	British Safety Approved this is not defined, would it be more appropriate to use the European	As above	19.1	Agreed. Wording changed

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	wide standard BS EN3			
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	24.0	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  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	We 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.
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
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.
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

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				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 we can not accommodate all possible variances to vehicles in standard conditions.
Wheel chair 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
Wheel chair seat	Does not want wheelchair facility to be counted as a seat	As above	7.10	We 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 b	The sign must be in the most visible position to be seen by passengers.
Door signs	Wants magnetic door signs	As above	11 c	This was abused and necessitated a change to permanent stickers.
General comment	We hope Hereford Licensing Regulatory Committee will consider our arguments and comments from a commercial experienced aspect and not let the Licensing Office change the rules without adequate research and common sense.			