



WYRE FOREST TAXI DRIVERS' ASSOCIATION



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Your ref: MK/JD

2 September 2005

M Kay
Environmental Health and Licensing Manager
Planning, Health and Environment Division
Duke House
Clensmore Street
KIDDERMINSTER
Worcs.
DY10 2JX

Dear Sir

Hackney Carriage Vehicle Licence Conditions

We wish to offer our deepest sympathy over the tragic loss of Councillor Mrs M Aston.

This letter is in response to the proposed Hackney Carriage Vehicle Licensing Conditions dated 26 August 2005.

We assume you have studied all our responses to the Deregulation Plan and make the following observations:

- 1) Why have we changed from new purpose-built vehicles for new licences to vehicles less than 2 years old? Does this age limit apply to existing proprietors who relicence?
 - a) Are we to understand that Saloon cars as still going to be accepted as Hackney Carriage Vehicles? We fully support part (a) of paragraph 1 regarding saloon cars and would favour car for car in the future but with a view of looking at the 7 year limit and tests; with reference to the Consultation of Draft Best Practice.
- 2) Existing conditions the same - Yes.
- 3 - 4) Our experience indicates that many customers look for a particular driver who they recognise by the vehicle (colour/type) - this would be lost and any complaints would be difficult to isolate.
- 5) We fully support this and would favour car for car in the future but with a view of looking at the 7 year limit and tests; with reference to the Consultation of Draft Best Practice.
- 6) No change.

- 7 - 13) We do not agree, please refer to Consultation of Draft Best Practice - Specification of vehicle types that may be licensed paragraphs 13 - 14 - 15
- 14 - 19) Maintenance of vehicles applies to current licence conditions which we agree to, with the exception of 3 tests per year; please refer to Consultation of Draft Best Practice - paragraph 20.
- 20) No change.
- 21) CCTV signage. We do not agree to signs in very window as we consider this to be a hazard. Present signage was agreed to by Licensing.
- 22 - 25) No change.
- 26 - 33) Liquid Petroleum Gas. We assume that these conditions would be met by the installer.

The imposition of only licensing purpose-built wheelchair accessible vehicles will, as it has been said before, lead to hardship and loss of business to many proprietors; therefore we are asking you to support Paragraph 1 part (a); i.e. car for car.

Your recommendation to Cabinet of Thursday 29 September 2005 leaves little time before the 1 October 2005 for operators to redirect their operations if the decision is unfavourable and we ask that the implementation date be no earlier than 1 November 2005.

Yours faithfully
FOR AND ON BEHALF OF
WYRE FOREST TAXI DRIVERS' ASSOCIATION



R G POWELL
CHAIRMAN



R K SOUTH
SECRETARY/TREASURER

Copies of this letter given to all Licensing Committee Members.

Mark Kay - Stourport Town Centre Forum

From: "Derek Fradgley" <df@outlookfinance.co.uk>
To: <mark.kay@wyreforestdc.gov.uk>
Date: 30/08/2005 09:18:35
Subject: Stourport Town Centre Forum

Dear Mark,
Thank you for your letter of 26th August regarding the proposed amendments to the Hackney Carriage regulations. There is nothing in these that we would not agree with.
Regards

Derek Fradgley

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2nd September 2005

FAO: Cabinet members/Councillors of Wyre Forest

Dear Sirs

I put forward this letter in a last attempt for Licensing and Councillors to please rethink their policy on removing saloon Hackneys from the Wyre Forest area.

1. It will decrease the numbers of taxis on ranks.
2. Decrease the number of taxis outside the local nightclubs thus causing a bigger problem for police and nearby residents.
3. Again as I said in a letter to the newspapers some weeks ago it will entice outside and Bogus taxis (the problem does not bear thinking about).

The government is now saying for councils to rethink the best policy for their own towns i.e. a mixture of vehicles. We do not want to be prejudiced to other peoples disabilities as all disabled people are not wheelchair bound. It is fact that nobody understands the customers needs better than the taxi drivers and is also proven in taxi companies records that 80% of members of the public with other disabilities cannot actually climb into the specialised vehicles.

We are aware of the Disability Act 1995 and are not ignoring the issues we propose the installation of a swivel chair system into saloon cars which has already been adopted by other districts, we feel this will satisfy the needs of the public at large and also Licensing Officers and Councillors alike. I have therefore arranged for a demonstration of these swivel chairs to take place at the meeting at the Civic Centre on the 5th September 2005 and would value your opinions.

Yours Faithfully

Vince Price

A concerned and worried taxi owner