

**Public Document Pack  
SOUTHEND-ON-SEA CITY COUNCIL**

**Licensing Committee**

**Date: Friday, 7th July, 2023**

**Time: 2.00 pm**

**Place: Committee Room 5 - Civic Suite**

**Contact: Tim Row - Principal Democratic Services Officer**

**Email: [committeesection@southend.gov.uk](mailto:committeesection@southend.gov.uk)**

**A G E N D A**

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Minutes of the Meeting held on Monday, 16th January, 2023 (Pages 3 - 4)**
- 4 Review of Fares and Charges (Pages 5 - 14)**
- 5 Amendment of Hackney Carriage Vehicle Conditions in respect of Wheelchair Accessible Vehicles (Pages 15 - 22)**

**TO: The Chair & Members of Licensing Committee:**

Councillor J Warren (Chair),

Councillors A Dear (Vice-Chair), M Berry, M Borton, S Buckley, J Harland, N Folkard, A Jones, A Line, C Mulroney, D Richardson, C Walker and R Woodley

This page is intentionally left blank

# SOUTHEND-ON-SEA CITY COUNCIL

## Meeting of Licensing Committee

**Date: Monday, 16th January, 2023**  
**Place: Committee Room 1 - Civic Suite**

# 3

**Present:** Councillor A Thompson (Chair)  
Councillors M Berry (Vice-Chair), B Beggs, M Borton, S Buckley,  
A Dear, K Evans, N Folkard, A Jones, A Line, I Shead and C Walker

**In Attendance:** E Anakwue, A Penn, B Dowsett and T Row

**Start/End Time:** 10.00 am - 10.35 am

### **871 Apologies for Absence**

Apologies for absence were received from Councillors Lamb, Mitchell and Terry (no substitutes).

### **872 Declarations of Interest**

No interests were declared at the meeting.

### **873 Minutes of the Meeting held on Monday, 17th October, 2022**

Resolved:-

That the Minutes of the Meeting held on Monday, 11<sup>th</sup> October 2022 be received, confirmed as a correct record and signed.

### **874 Policy on Adoption on the of Use of the National Register of Taxi Licence Revocations and Refusals (the NR3)**

The Committee received a report of the Executive Director (Neighbourhoods, & Environment) that presented the Council's draft policy on the Use of the National Register of Taxi Licence Revocations and Refusals (the NR3) (Appendix 1) for public consultation to assist in this process. The draft policy will be an Appendix to the policy for Hackney Carriage and Private Hire Vehicles Licensing, which is under development. It has been prepared in accordance with the Department of Transport, Statutory Taxi and Private Hire Vehicle Standards July 2020 (DfT Guidance) and Local Government Association National Anti-Fraud Network Guidance on adopting the National Register of Taxi Licence Revocations and Refusals (NR3).

Resolved:-

1. That the draft policy on the Use of the National Register of Taxi Licence Revocations and Refusals (the NR3) attached to the submitted report at Appendix 1, be approved for 6-week public consultation.

2. That the Executive Director (Neighbourhoods and Environment), in consultation with the Chair of the Licensing Committee, be authorised to make amendments to the draft policy following the consultation should it be required.

3. That the Executive Director (Neighbourhoods and Environment), in consultation with the Chair of the Licensing Committee, be authorised to make any future amendments to the policy in accordance with statutory guidance, including the use of any alternative databases proposed by the government.

#### **875 Reinstatement of the Temporary Taxi Fare Increase**

The Committee received a report of the Executive Director (Neighbourhoods & Environment) that presented a request from the taxi trade that the fare structure of Hackney Carriages (HC) Private Hire Vehicles (PHV) be temporarily amended for a period of one year (from the date of amendment) or until a permanent fare increase is proposed by the trade, accepted by committee and implemented, whichever is sooner. The intention of these changes is to maintain the number of vehicles available to the public by ensuring drivers vehicles are financially viable.

Whilst the Committee minded to approve the request, it was mindful of the impact of the cost of living increases. It therefore felt that the amendment should be approved initially for 6 months rather than a year. This would enable the situation to be reviewed and the taxi trade to submit another request should it be necessary.

Resolved:-

1. That the request to amend the fare structure of Hackney Carriages (HC) Private Hire Vehicles (PHV) to allow an temporary additional fare of 40p per trip be approved for 6 months and that the revised fare chart set out at Appendix 1 be approved.

2. That any changes to the fare and extra charges structure be duly advertised, implementing the public consultation process. Any appeals will be heard by the Licensing Committee. In the eventuality that no objections are received it is proposed that the amendments at above are deemed as approved without the need to return to Committee for determination.

**Chair:** \_\_\_\_\_

**Meeting:** Licencing Committee  
**Date:** 7 July 2023  
**Classification:** Part 1  
**Key Decision:** No  
**Title of Report:** **Review of Fares and Charges**

**Executive Director:** Alan Richards (Interim Executive Director - Environment and Place)  
**Report Author:** Elizabeth Georgeou (Head of Regulatory Services)

## **1. Purpose of Report**

1.1 Members are invited to consider the results of a consultation with the Southend Licensed Taxi Drivers Association (SLTDA) for an increase in the Hackney Carriage and Private Hire Vehicle fares and charges.

## **2. Recommendation**

- 2.1 **That the changes to the fare chart structure be duly advertised, implementing the public consultation process.**
- 2.2 **To approve the revised fare chart set out at *Appendix 1* subject to consideration of any objections to the statutory advertisement of the proposals by the Licensing Committee and to extend the temporary fuel surcharge until the change is implemented.**
- 2.3 **To return the proposed changes to the fare chart to the Licensing Committee for consideration where there are objections to the statutory advertisement.**

## **3. Background**

- 3.1 The Council is empowered to determine fares for Hackney Carriages. In addition, all those private hire vehicles which are equipped with a meter must also apply the same fares. Revision to the fares must be advertised before any revision comes into effect.
- 3.2 Licensing Committee 21/10/14 Minute 308 resolved the circumstances when a fare increase would be proposed and the methodology to be applied to calculating the new fees and charges. It was agreed that the decision on whether to increase the fares and charges be based on Southend being around 60 in a national League Table of taxi fares. The league table is produced, updated and published monthly in the national <sup>1</sup>Private Hire and Taxi Monthly publication. It records fares across all Licensing Authorities in the UK and whilst it is not an official Government published league table, it is widely acknowledged to be the definitive document for recording and comparing taxi

<sup>1</sup> [Private Hire and Taxi Monthly Publication](#)

fares. As of 7 June 2023, when the table was last published, Southend-on-Sea City Council was listed as between 171 and 198 in that table.

- 3.3 There is no automatic entitlement for the trade to have a fare increase at any time. Any fare increase proposed by them is subject to approval by the Council.
- 3.4 There was an emergency temporary increase agreed at Licensing Committee 23 March 2022 Minute 852 in response to the increase in fuel prices. This increase was agreed for a period of 1 year, or until an application was made by the trade for an increase.
- 3.5 An application for an increase was made to the Licensing Committee 17 October 2022 Minute 543, which was approved. This meant that the temporary increase that was detailed in 3.4 was removed.
- 3.6 The outcome of the increase was that the fares were set at £6.80 for the two-mile fare published in the March 2023 national Private Hire and Taxi Monthly publication as between 168 to 196. This was still not within the parameters agreed by Committee detailed in 3.2. It should be noted that the temporary increase is not included in the figures displayed in the league tables.
- 3.7 The figures quoted for January and February 2023 in the Private Hire and Taxi Monthly publication were subject to a correction and did not accurately reflect Southend's position in that league table.
- 3.8 The trade requested that the Council further extend the temporary increase. This was because the members of the association had not anticipated that the temporary charge was going to be removed, when the options for the fare increase agreed in October 2022 was balloted. In response to this request the temporary increase was extended by the Licensing Committee on 16 January, Minute 875 and is due to expire at midnight on 2 August 2023.
- 3.9 The current application is in line with the methodology referred to in 3.2 above. There were four options proposed to Southend on Sea City Council's licenced trade.
  - £1 to be added to the face.
  - 50p to be added to the face and 50p on the yardage.
  - £1 on the yardage.
  - No increase.

This was put to the vote, and of the 202 drivers that voted 88% voted in favour of adding £1 to the face.

The calculated increase of £1 on the face will result in an increase to £7.60 for the two-mile fare instead of £6.80. This would put Southend on Sea City Council in position 73-82 inclusive in the national fare tables published in the Private Hire and Taxi Monthly publication June 2023.

- 3.10 The SLTDA also asked for a change to the 'day rate' and 'unsocial hours rate' waiting times listed on the fare chart as follows:
  - For the first waiting time increment, it is proposed to change the 48 seconds shown in the first 20p increase section of the fare chart from 48 seconds to 36 seconds.

<sup>1</sup> [Private Hire and Taxi Monthly Publication](#)

- For the second waiting time increment, it is proposed to change the 36 seconds shown in the second 20p increase section of the fare chart from 36 seconds to 28.8 seconds, and
- To introduce a third (new) waiting time of an additional 20p for each additional 24 seconds which will be chargeable on hirings from midnight until 4am, and from midnight until 6am Saturdays, Sundays and Bank Holiday Mondays, (except during Christmas and New Year periods when special rates apply)

This was put to a Yes / No vote and of the 202 drivers that voted 96% voted in favour of these increases.

The objective of this proposal is to assist the drivers in shortening the driving time, where passengers request additional stops. Shortening the driving time enables drivers to undertake more journeys, increasing the numbers of vehicles available at key times and enable passengers to leave the town more efficiently.

- 3.11 A further request was made to change the 'extras' from 40p to 50p, and to consider the introduction of a charge for carrying animals (except assistance animals).

Extras include such things as additional passengers beyond the first one, suitcases etc;

Again, there were four options proposed to Southend on Sea City Council's licenced trade.

- Increase all 40p charges to 50p and introduce a charge of £1 for any animal carried (except assistance animals)
- Keep all 40p charges at their current rate and introduce a charge of £1.20 for any animal carried (except assistance animals)
- Increase all 40p charges to 50p but DO NOT introduce a charge for any animal carried.
- Keep all 40p charges at their current rate and DO NOT introduce a charge for any animal carried.

Of the 202 driver responses 83% voted in favour of increasing all 40p charges to 50p and to the introduction of a charge of £1 for any animal carried (except assistance animals).

## **4. Corporate Implications**

### **4.1 Contribution to the Southend 2050 Road Map**

The Council's outcome delivery plan is to be Connected and Smart and intends to establish joined up transport across the town. The provision of a viable taxi and private hire car service supports the Council's transport strategy.

The taxi and private hire service contributes to the Safe and Well Being outcome. The availability of these services across the town may improve the feeling of safety for individuals using the nighttime economy, enabling people to leave the town centres in a managed way. It supports access to services for those who are unable to access public transport and are unable to drive.

#### 4.2 **Financial Implications**

The cost of implementing any fare changes is contained within the licence fee.

#### 4.3 **Legal Implications**

Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 details the process for fixing of fares, which will be followed.

If no objections are made within the period specified in the notice, or if all objections made are withdrawn, the table of fares will come into operation on the date of the expiration of the period specified in the notice or the date the last objection is withdrawn, whichever date is the later.

If objection/s are made within the period specified in the notice and are not withdrawn a further date shall be set. This date must be no later than 2 months after the first specified date, on which the fares come into force with or without modifications as decided by the Council, after the Council has considered any objections.

#### 4.4 **People Implications**

None.

#### 4.5 **Property Implications**

None.

#### 4.6 **Consultation**

All licensed drivers were written to inviting them to participate in the consultation, which was accessed through the Council MySouthend portal via a link provided to them individually. It took place between 12 and 25 June 2023. (**Appendix 2**)

#### 4.7 **Equalities and Diversity Implications**

An Equalities Assessment has been undertaken and will be reassessed if there are responses to the statutory consultation. There may be an adverse impact on those who use licenced taxi and private hire services because of the increase in cost. However, the 40p fuel surcharge will no longer apply.

#### 4.8 **Risk Assessment**

The increase in fares may deter users from using licenced taxi and private hire services. This is balanced against the increase supporting the viability of a licenced hackney carriage and private hire service. It is hoped that the new waiting time tariff, when coupled with the nighttime payment of £1, will encourage more drivers to work during the unsocial hours which service the City's nighttime economy.

#### 4.9 **Value for Money**

Not applicable.

#### 4.10 **Community Safety Implications**

Providing a licenced taxi and private hire service supports safe egress from town centres.

#### 4.11 **Environmental Impact**

None.

<sup>1</sup> [Private Hire and Taxi Monthly Publication](#)



**5. Background Papers**

None.

**6. Appendices**

Appendix 1 - Revised Fare Chart

Appendix 2 - Consultation Response



**PROPOSED REVISED FARE**

**Authorised Fares**

**July 2023**

**Standard Rates**

£4.00	For the first ¼ mile or the first 2 minutes (or a combination of part of such distance or time)
20p	For each additional 170 yards or 36 seconds (or a combination of parts of such distance or time) until a fare of £7.60 is shown on the taxi meter.
20p	For each additional 134 yards or 28.8 seconds (or a combination of parts of such distance or time) when a fare of £9.80 is shown on the taxi meter.
20p	For each additional 24 seconds which will be chargeable on hirings from midnight until 4am, and from midnight until 6am Saturdays, Sundays and Bank Holiday Mondays, except during Christmas and New Year periods.

**NIGHT CHARGE/ UNSOCIAL HOURS**

For hirings begun between 9pm and midnight and 4am and 6am, also on Sundays, Bank Holidays and Public Holidays between 6am and midnight also between 6am and midnight on 1 January and 4am until 6am on 2 January, an additional:

£1.00

For hirings from midnight until 4am, and from midnight until 6am Saturdays, Sundays and Bank Holiday Monday, except during Christmas and New Year periods, an additional

£2.00

**CHRISTMAS CHARGES**

For hirings from midnight 24 December to 6am 26 December (double the day and unsocial hours rate)

£10.00

For hirings on Boxing Day from 6am to 6am on 27 December (plus an additional 10p on the Standard Yard Rate:

£5.00

**NEW YEAR CHARGES (AN ADDITIONAL)**

For hirings from midnight 31 December to 6am 1 January (double standard rates and unsocial hours rate)

£10.00

**Extra Charges**

**1. LUGGAGE**

For any luggage carried. No charge for disabled persons wheelchairs, disability aids or any assistance animals transported in the vehicle.

(Luggage is intended as hand luggage, shopping bags, suitcases etc. The driver reserves the right to negotiate an additional charge for larger items up to a maximum of £10.00)

50p  
(Max Charge)

**2. ADDITIONAL PASSENGERS**

For each person in excess of one

50p

**3. ANIMAL CHARGE**

A single charge for animals carried in the vehicle THERE IS NO CHARGE FOR ASSISTANCE ANIMALS

£1.00

**LOST PROPERTY**

Specific requests for the delivery of property left in taxis must be paid for at the metered fare.

<sup>1</sup> [Private Hire and Taxi Monthly Publication](#)



### Consultation Options and Outcome of the Vote

#### 1. Proposed Fare Increase

	<b>Total</b>
£1 to be added to the face	178
50p to be added to the face and 50p on the yardage	16
£1 on the yardage	5
No increase	3

#### 2. Waiting Times:

In addition, amendments to the waiting time were proposed as follows:-

- For the first waiting time increment, it is proposed to change the 48 seconds shown in the first 20p increase section of the fare chart from 48 seconds to 36 seconds.
- For the second waiting time increment, it is proposed to change the 36 seconds shown in the second 20p increase section of the fare chart from 36 seconds to 28.8 seconds, and
- To introduce a third waiting time of an additional 20p for each additional 24 seconds which will be chargeable on hirings from midnight until 4am, and from midnight until 6am Saturdays, Sundays and Bank Holiday Mondays, except during Christmas and New Year periods.

The outcome of the vote was as follows:-

	<b>Total</b>
Yes to proposed changes	194
No, to proposed changes	8

#### 3. Extras

Drivers were given the following 4 options:

- Increase all 40p charges to 50p and introduce a charge of £1 for any animal carried (except assistance animals)
- Keep all 40p charges at their current rate and introduce a charge of £1.20 for any animal carried (except assistance animals)
- Increase all 40p charges to 50p but DO NOT introduce a charge for any animal carried.
- Keep all 40p charges at their current rate and DO NOT introduce a charge for any animal carried

The outcome of the vote was as follows:

	<b>Total</b>
40p to 50p plus £1 animal charge (except assistance animals)	167
Keep 40p plus £1.20 animal charge (except assistance animals)	6
40p to 50p but do not introduce a charge for any animal carried	14
Keep all 40p charges at their current rate and do not introduce a charge for any animal carried	15

<sup>1</sup> [Private Hire and Taxi Monthly Publication](#)



<b>Meeting:</b>	Licensing Committee
<b>Date:</b>	7 July 2023
<b>Classification:</b>	Part 1
<b>Key Decision:</b>	No
<b>Title of Report:</b>	<b>Amendment of Hackney Carriage Vehicle Conditions in respect of Wheelchair Accessible Vehicles</b>
<b>Executive Director:</b>	Alan Richards (Interim Executive Director – Environment & Place)
<b>Report Author:</b>	Adam Penn, Regulatory Services Manager

## 1. Executive Summary

- 1.1. Members are invited to consider the results of a consultation regarding permitting Wheelchair Accessible Vehicles with rear door access to be used as Hackney Carriage Vehicles and, if accepted, to amend licence conditions to allow this.

## 2. Recommendations

It is recommended that Committee:

- 2.1. Amend condition 2.2.1 of Hackney Carriage Vehicle conditions from “Any vehicle shall, according to the manufacturer’s specification, have the following: Rear Seat accommodation for at least three persons with a minimum of 43.18cm (17 inches) per person”. To read

“Any vehicle shall, according to the manufacturer’s specification, have the following: Rear Seat accommodation for at least three persons with a minimum of 43.18cm (17 inches) per person with the exception of when the vehicle is carrying a passenger in a wheelchair which gains access via the rear door of the vehicle”.

- 2.2. Amend condition 2.2.4 of Hackney Carriage Vehicle conditions from “No seat shall need to be moved or tilted before a passenger can enter or exit the vehicle” to read:

“No seat shall need to be moved or tilted before a passenger can enter or exit the vehicle, with the exception of when the vehicle is carrying a passenger in a wheelchair which gains access via the rear door of the vehicle”.

**2.3. Add a condition to section 3 of conditions (general conditions for Wheelchair Accessible Vehicles which reads:**

**“At such time when Wheelchair Accessible Vehicles are carrying a passenger in a wheelchair which gains access via the rear door of the vehicle, that vehicle shall be exempt from conditions 2.2.1 and 2.2.4 above”.**

**3. Background**

- 3.1. Hackney Carriage Vehicles are bound by a set of conditions approved by the Licensing Committee.
- 3.2. Conditions 2.2.1 and 2.2.4 of those conditions prevent the use of rear access Wheelchair Accessible Vehicles (WAVs) because, in order to place the wheelchair in and safely strap it down removable seats are necessary.
- 3.3. Bodies representing the taxi trade approached the Council and asked for these conditions to be relaxed so that rear access WAVs could be used. The reasoning for this was that side only access vehicles are significantly more expensive which in turn means the affordability of being a Hackney Carriage driver is impacted.
- 3.4. Rear access WAVs are widely used on the City's private hire fleet and have been for many years.
- 3.5. The general requirement under The Taxis & Private Hire Vehicles (Disabled Persons) Act 2022 for all drivers to provide assistance to anybody who requires mobility assistance but does not relate to designated WAVs. This Act places a duty on all drivers of private hire and hackney carriage vehicles to provide assistance which may include carrying a wheelchair or other mobility equipment or an assistance dog, irrespective of whether or not the vehicle is a WAV.
- 3.6. The Council adopted the policy that all new hackney carriage licence plates that were issued should be wheelchair accessible. (Minute 106 10 January 2006).
- 3.7. The Council maintains a list of vehicles which have been designated as wheelchair accessible on the Council's website. This was adopted at Licensing Committee Minute 488 Dated 17 October 2019 in compliance with the Department of Transport Statutory Guidance on Access for Wheelchair Users to Taxis and Private Hire Vehicles in 2017<sup>1</sup> (Amended June 2022).
- 3.8. Drivers are able to apply for a medical exemption where they are unable to fulfil the duties under the Equalities Act 2010 to assist passengers in wheelchairs carry assistance dogs. This exemption relates to drivers of designated wheelchair assistance vehicles (3.7 above).



- 3.9 The Medical Exemption Policy was adopted by Licensing Committee Minute 488 Dated 17 October 2019.
- 3.10 The Council undertook two consultations on this change, the first to invite any comments, which received a low response, so a further a 5-week consultation took place in March this year to gauge opinion on these vehicles being more widely permitted. (section 11, below). The response produced almost universal approval by both disabled passengers and groups, who were specifically requested to respond, and drivers alike.

#### **4. Reasons for Decisions**

- 4.1. It is anticipated that by allowing these lower cost vehicles on the Hackney Carriage circuit.
- a) There may be more vehicles available to carry those disabled passengers who wish or need to travel in a wheelchair.
- b) Drivers may renew existing vehicles earlier as such a large outlay will not be necessary. It will help to assist in moving the current fleet to those with improved emissions standards and contribute to improving air quality.

#### **5. Other Options**

- 5.1. The only other option is to not amend conditions and therefore continue to not allow rear access vehicles from being used on the Hackney Carriage circuit.

#### **6. Financial Implications**

- 6.1. There is no cost to the Council by taking this action.

#### **7. Legal Implications**

- 7.1. None.

#### **8. Policy Context**

- 8.1 Supports economic regeneration and business development and enhances tourism, cultural and the leisure offer, through the regulation and advice provided to businesses.
- 8.2 The proposal allows wheelchair users greater access to suitable vehicles.
- 8.3 Contributes to the 2050 ambitions of Safe and Well and Connected and Smart.

#### **9. Carbon Impact**

- 9.1. Encouraging the use of newer vehicles contributes to improving air quality.

## **10. Equalities**

- 10.1. An equalities assessment has been carried out. This action will have positive impacts for disabled people.

## **11. Consultation**

- 11.1. The Council undertook two consultations on this proposal, the first to invite any comments, which received a low response so a further a 5-week consultation was arranged.
- 11.2. In the second consultation a total of 316 people accessed the consultation which ran from 1st March to 5th April 2023 of that 49 responded online, the rest were aware, informed but chose not to comment on the survey, at the peak of the consultation it received over 62 visits per day.
- 11.3. The consultation was promoted across social media and was available on the Councils interactive consultation portal <https://yoursay.southend.gov.uk/>
- 11.4. It was also made available in a hardcopy format if requested and emails were directly sent to key stakeholders inviting them to comment at the start of the consultation.
- 11.5. The overall consensus from those responding was that they understood what the Council was trying to achieve in understanding the needs of wheelchair users and improving the accessibility for these types of vehicles.
- 11.4. An overview of responses and the comments of the Licensing Authority are attached at **Appendix 1**.

## **12. Appendices**

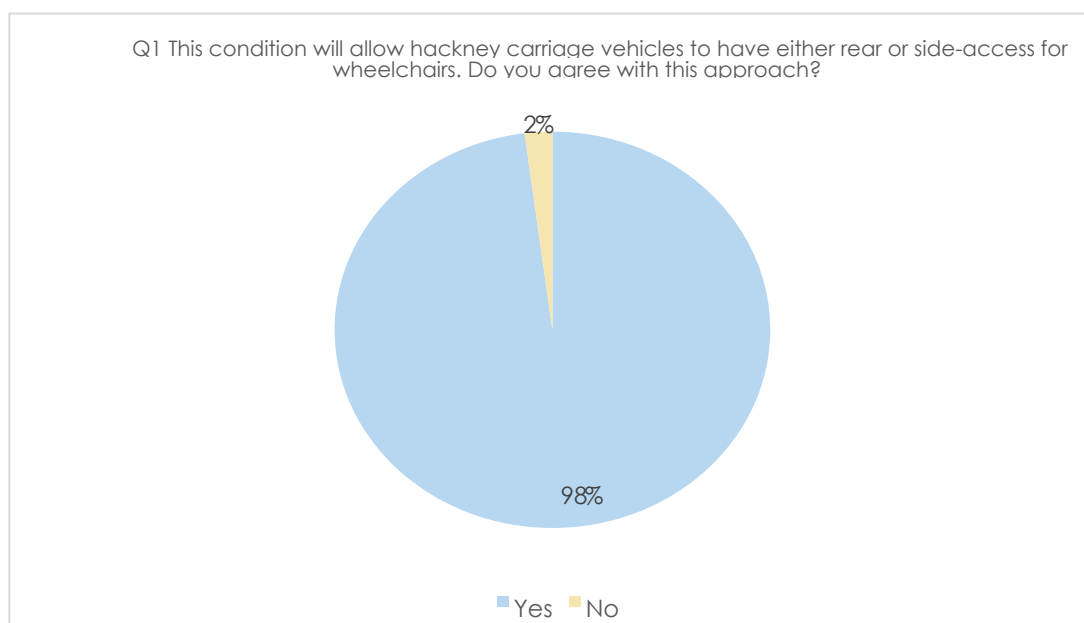
- 12.1. **Appendix 1: Responses to the Public Consultation**

**Responses to the Public Consultation**

The consultation consisted of the following questions: -

1. This condition will allow hackney carriage vehicles to have either rear or side-access for wheelchairs. Do you agree with this approach?

This was a single response question with 98% of those responding identifying that they agreed allowing hackney carriage vehicles to have either rear or side access for wheelchairs.



2. If you answered No, please explain the issues

This was an open response question with 1 individual leaving a comment.

	<b>Comment</b>	<b>Licensing Authority Response</b>
1.	whilst I agree that the cost of rear loading vehicles is expensive. there is over 100 wheelchair vehicles working and most will not do wheel chair work so what is this change going make there are enough private hire vehicles operating this service and it seems you listen to one person	The request to consider this came from bodies representing the taxi trade. The point of the consultation is to gain the views of stakeholders within the trade and those who may be affected by the proposal, be that positively or negatively.  Where we receive reports of drivers refusing wheelchair work these are investigated.

3. Is there anything that the Licensing Authority should consider?

This was a free text response with 26 individuals responded with 3 stating there was nothing further to add, 23 individual comments listed below.

	Comment	Licensing Authority Response
1.	Visual impairment	This is covered in legislation. The Taxis & Private Hire Vehicles (disabled persons) Act 2022 requires drivers to assist all disabled passengers
2.	As a Licensed Hackney Driver I do think this is a good idea, to increase wheelchair cars with side or rear access , as this will enable drivers to replace old vehicles with modern state of technology cars which are up to date, and enable drivers to finance new vehicles at lower monthly figures, of which current drivers are unable to purchase these expensive large vehicles with side access costing above £45,000 pounds, which is currently not affordable in our current financial world we live in.	This demonstrates agreement with the proposal
3.	More security for drivers	The consultation was in regard to Wheelchair Access Vehicles. The security of drivers, while important, is not relevant to this consultation
4.	Forward facing facilities for wheelchair users are far more appealing than any other position when travelling.	This demonstrates agreement with the proposal
5.	Rear access vehicle will help everyone especially considering vehicle prices at this current market	This demonstrates agreement with the proposal
6.	More parking bays for taxis at busy areas and shelters for customers waiting.	Taxi stands are regularly reviewed separately
7.	I'm a physically disabled woman. I have Multiple Sclerosis. I am unable to stand or walk and am wheelchair-bound. I've been using rear-loading private hire vehicles for years. I find them to be comfortable, practical and it is great	This demonstrates agreement with the proposal

	to be able to face forward while undertaking a journey and travelling in a rear-loading vehicle.	
8.	Lack of wheelchair taxis available in town due drivers not being able to afford the bigger taxis, which they can't be blamed for as this is due to the council not allowing the smaller/affordable rear access vehicles to be used.	This demonstrates agreement with the proposal
9.	Not only should the price be considered, but also the mileage on the vehicle, if I buy a 3 year old side loader purpose built wheelchair vehicle it has been a taxi from the start which means it will have 100,000+ miles on the clock, the rear loaders can be bought privately or threw the Motability.. meaning I could get a 3 year old vehicle with only 25,000 miles for a lot cheaper.. My Mother-in-law is in a wheel chair and has recently been picked up by a rear loader, my wife was with her and she said the experience was excellent, the driver loaded her with ease due to the onboard hoist, she was facing front and seating next to my wife/ her daughter, they told me it was very good. I know a lot of the saloon plate drivers are against this, and I believe this is for selfish reasons, with no regard to the customers comfort or wishes. They seem to forget all plates are owned by the Council and all plates even there's were issued by the Council to start with. I think Rear loaders would be a asset to the town and a welcome addition to our wheelchair customers.	This demonstrates agreement with the proposal
10.	I have been a wheelchair accessible vehicle driver for the last 17 years having done over 5000 wheelchair customers I can say	This demonstrates agreement with the proposal

	that all of these customers would have been able to use rear loading vehicles.	
11.	I've been a taxi driver in the town for 27 years and I feel that this is a very good idea to get more wheelchair taxis out there for the people that need them.	This demonstrates agreement with the proposal
12.	It is absolutely good idea. please allow drivers to use the rear access wheelchair vehicle.	This demonstrates agreement with the proposal
13.	You should scrap the min 3 year waiting period before being able to own your plate, by doing this more drivers could get access to disability plates and cars.	This matter would need to be considered separately but the comment broadly demonstrates agreement with the proposal
14.	So much easier and needed in town	This demonstrates agreement with the proposal
15.	Should allow rear accessible vehicles	This demonstrates agreement with the proposal
16.	It'll be a big help for drivers to purchase a cab with rear end WC and benefit for the customers. And more WC jobs will get covered	This demonstrates agreement with the proposal
17.	Rear WC cabs is needed in our town	This demonstrates agreement with the proposal
18.	Would help the drivers for future to invest in a WC cab and help getting WC jobs covered	This demonstrates agreement with the proposal
19.	City is in need of rear excess WC taxis	This demonstrates agreement with the proposal
20.	Will make it easier for WC users to get around a lot more	
21.	Shots is WC	Comment not understood
22.	with the city status we should be up to standard with other cities which have choice of rear or side loading WC taxis. Plus more affordable for drivers which means more WC cabs available for users.	This demonstrates agreement with the proposal
23.	Decrease the license fee for wheelchair accessible vehicle	The Provision of Services Regulations 2009 and case law would not allow the Council to take this route.