

# APPENDIX B1

**Streeter, Ian**

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**From:** Watt, Andy  
**Sent:** 20 October 2009 18:07  
**To:** Streeter, Ian  
**Subject:** RE: Norwich City Council Hackney Carriage Vehicle Specification: application to licence Peugeot E7

Ian

- The E7 appears to have environmental advantages over the TX4. Urban fuel consumption (mpg) is 30.4 and 28.0 and carbon dioxide emissions (g/km) is 198 and 211 respectively. However noise associated with the E7 is slightly higher than the TX4; 74.9 dB(A) vs. 73.8 dB(A). I note that both vehicles are Euro IV standard. Source data is from [http://www.cabdirect.com/vehicles/new\\_e7/technical\\_spec/](http://www.cabdirect.com/vehicles/new_e7/technical_spec/) and <http://www.lti.co.uk/tx4/technical-specification/>
- I also understand that within the present vehicle specification and of the vehicles presently licensed, only the TX4 is in production. If this is the case there would seem to be advantages in licensing an alternative vehicles such as the E7 to ensure competition in the market place.

Regards  
Andy

Andy Watt  
Head of Transportation and Landscape

Norwich City Council  
Room 322, City Hall  
Norwich, NR2 1NH

Tel: +44 (0)1603 212515  
Email: [andy.watt@norwich.gov.uk](mailto:andy.watt@norwich.gov.uk)  
[www.norwich.gov.uk](http://www.norwich.gov.uk)

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**From:** Streeter, Ian  
**Sent:** 20 October 2009 16:33  
**To:**

**Subject:** Norwich City Council Hackney Carriage Vehicle Specification: application to licence Peugeot E7  
**Importance:** High

Dear All

Please see attached letter seeking your views on the application to licence the Peugeot E7 as a hackney carriage in Norwich.

The last date for comment is the 30 October 2009 and I apologise for the short notice but the council is subject to a court order in respect of this matter which stipulates a time frame within which the matter must be considered.

Yours sincerely

Ian Streeter  
Senior Licensing Officer (Team Leader)  
Norwich City Council  
(01603) 212439  
[ianstreeter@norwich.gov.uk](mailto:ianstreeter@norwich.gov.uk)

<< File: HC spec consultation letter\_Peugeot E7\_ other bodies.doc >>

**Fuller, Maxine**

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**From:** Ambridge, Andy [mailto:andy.amb@norfolk.gov.uk]  
**Sent:** 23 October 2009 09:15  
**To:** Licensing  
**Subject:** Peugeot E7

I do agree that the definition of a Hackney Carriage needs to be kept tightly restricted, but the Peugeot E7 seems to be a custom built alternative to the existing designs, and the fuel efficiency features of this vehicle are to be encouraged. As a Norwich resident and regular cyclist, car driver, bus user and taxi patron I would support the adoption of the E7 as a Hackney Carriage.

Best regards

A D Ambridge  
28 Buxton  
Norwich  
NR3 3HH

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23/10/2009

**Streeter, Ian**

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**From:** Wayne Dennis  
**Sent:** 23 October 2009 14:17  
**To:** Streeter, Ian  
**Subject:** Peugeot E7 Vehicle Specification

Dear Ian

**Re: Peugeot E7 Vehicle Specification**

Thank you for your letter of 19 October 2009 seeking my views on the suitability of licensing the Peugeot E7 as hackney carriage. I am a hackney carriage driver licensed by the City of Norwich where I have driven taxis for over 30 years.

I have had the opportunity to fully inspect the Peugeot E7 in detail and I have also assisted a disabled person in a wheelchair into a Peugeot E7. The Peugeot E7 was considerably easier, safer and more beneficial for myself and the wheelchair user on the occasion I assisted the disabled person into the vehicle. In addition, the disabled person was able to turn their large wheelchair round inside the Peugeot E7, which is impossible for them to do in a Metrocab, the hackney carriage I currently drive.

On the occasion I mentioned, the wheelchair user was able to face forward in the Peugeot E7, which is something that has never been able to be done in any hackney carriage licensed by Norwich City Council. I am a great believer that disabled people should have the same rights and privileges as any other person, and as such I view the Peugeot E7 as the answer to the current problem of every hackney carriage in Norwich denying disabled people the opportunity to face forwards when they travel.

Kind regards,

**Roy Jackson**

**Streeter, Ian**

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**From:** mark mills

**Sent:** 26 October 2009 22:01

**To:** Streeter, Ian

**Subject:** this my opinion Ian on the E7 Taxi and its not bulleted!!!!!!!

Ian,

Thank you for informing us about your recent correspondence about the application for the peugeot E7, and how the taxi drivers of Norwich can have a say on the matter. So here is my opinion.

In the currant climate, like the recession, fuel hikes, and tx4's catching fire!, I think this is a sensible approach by the council to look at other vehicles to be used in Norwich Hackney Trade. Admittedly the E7's do not look like a traditional Taxi but neither do the metro cabs but the council excepted them to be used as hackneys. Please don't quote the turning circles as i believe this to be an old excuse. I'm sure when you go for a Taxi driving assessment the examiner does not ask you to use this manoeuvre to do a U turn in the middle of the road, however it is excepted to do a 3 point turn. which can be done in a E7.

The E7 is a vehicle that can be used for the hackney trade, as all its specifications plus more, match the current format for the tx1, 2 and 4 except for a turning circle.

The tx4 is not a taxi some drivers want, they are expensive to buy, expensive for servicing, parts and road tax. And I do have first hand experience of these cabs, and at 22 miles to the gallon I don't think its acceptable for this day and age and for the environment. Especially if this council wants to be seen as environmentally friendly.

The E7's at least give us a fair chance of being environmentally friendly and cost effective. To be honest, I think this is a better option for the taxi drivers to have a choice. I know you have taxi drivers that will argue about which vehicle is better for the job and which vehicle isn't, by giving the taxi drivers in Norwich a choice as to which vehicle to use would also get the older taxis off the road giving the taxi trade a better look in the public eye and tourists that come to Norwich.

I know this letter is not bulleted, but im a Taxi driver, not a university don!!!!

Thank you for taking the time to read this and look forward to your response.

Yours Sincerely

Mark Mills

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Download Messenger onto your mobile for free. [Learn more.](#)

**Streeter, Ian**

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**From:** Trevor Mayes [  
**Sent:** 28 October 2009 13:24  
**To:** Streeter, Ian  
**Subject:** hackney carriage vehicle specification

dear Mr streeter,

I'am glad to see that the committee are again reviewing the specification and suitability of the Peugeot E7 being licensed as a Norwich hackney carriage.

my reasons for wanting this vehicle are documented in your last report and my views have not changed.

one point that i would like too make is that since November 2008 there has been a new cab passed by the London pco, a Mercedes Vito which has the turning circle and is already working the streets of London.

so surely the committee should also be reviewing the specifications of the Vito taxi which we are lead to believe you have been provided with by Mr john Bennett of kpm taxis.

this would save time,money and the inconvenience of another meeting .

yours sincerely

Trevor mayes

**Streeter, Ian**

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**From:** George Saunders

**Sent:** 29 October 2009 12:18

**To:** Streeter, Ian

**Cc:** NAG

**Subject:** Peugeot E7

**Attachments:** Choice for Accessible Taxis1207.doc; asurveyofoccupiedwheelchairs1999 2005.pdf

Dear Mr Streeter

Here are some points in favour of the E7.

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It would be good to have an access officer, or perhaps an occupational therapist from Social Services who understand wheelchair needs, and can help explain why some people need extending leg rests, and unable to bend feet back etc. can competently and independently measure the differences in ramp gradient, safety feature of upstand or raised edges and the differences that the flat passenger floor area, larger dimensions of passenger area, wider sliding doors make to less pushing and pulling, less strain on drivers assisting wheelchair users.

Other important features. The E7 has a robust ramp extension, which can be attached to the bottom of the glidaway ramp, very useful to reduce the ramp gradient when there is no high kerb.

Although the E7 has a higher ground/ floor height than say the TX cab, it is fitted with built in step with spring release, which is much more likely offered and used than the TX design which needs lifting out of the boot and slotting into rails under the vehicle.

There is now have a report October 2009 from the Licensing Officers in Liverpool supporting the licensing of the E7.

In addition there are reliable studies and research demonstrating that modern wheelchairs are getting increasingly larger and complex to better meet peoples needs. See attached survey for the Department of Transport, as an example is that Wheelchairs are getting larger and more complex. The Hitchcock report 2006 is attached as a very comprehensive example

The Traditional London Taxi Designs by LTI have worked hard at incorporating many pioneering access features over many years. However the reality is that the passenger area is severely restricted by the dimensions of the vehicle shell and has increasing difficulty and even unable to safely accommodate larger and more complex wheelchairs that are now increasingly being provided to meet peoples needs.

Whilst the TX designs may be able to safely accommodate small to medium occupied wheelchairs, ( especially when drivers have been trained and practiced with wheelchair restraints, seatbelt extensions etc.) but not the increasing numbers of larger and more complex chairs.

The indisputable situation is that the Peugeot E7 has been in safe reliable use in 95% of the UK

Claims that Hackney cabs are a threat to safety if they cannot do a u turn in less than 28ft have been shown to be unsubstantiated and no grounds to block the Peugeot E7 design from a major contribution to greater access on our roads.

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Hope you find these notes of use.

Kind regards.

-----  
Norwich Access Group  
George Saunders  
12 Chartwell Court

30/10/2009



## Liverpool Wheelchair User Group Merseyside Coalition of Inclusive Living.

### **Opportunity for an Accessible City**

#### **Information Sheet**

Contact for further details

John Bruce

Jean Price

MCIL Office

**Travelling around Liverpool by Taxi is difficult or inaccessible for many of the 12,000 wheelchair users who live in the City.**

**Many wheelchair users currently have to travel rattling around unsecured and unsafe in Liverpool Taxis because of lack of space and have no alternative at present.**

**What use are accessible buildings around our City, if, at present, many wheelchair users cannot easily, comfortably or safely, get there in the first place?**

**New E7 taxi design by Allied Peugeot offers hope to many wheelchair users in the Liverpool.**

**Wheelchair users merely want Liverpool to give us opportunity to have the use the E7 taxi on Our Streets, alongside the traditional TX blackcab taxis made by LTI, as a big contribution to an accessible City.**

**European advisory body ECMT (2007) recommends a range of taxis to meet a wider range of needs in every City, especially many wheelchair users, whose needs aren't being catered for by a single licensed hackney cab taxi design.**

**We have spoken to many taxi drivers, who would welcome the licensing of the E7 Taxi as a Hackney Cab, and be able to give a better and safer service to the wheelchair users of Liverpool.**

LWUG /MCIL November 2007-

**Tuesday 4<sup>th</sup> December 12- 4pm**

**Demonstration of several E7 Eurotaxis**

**A chance to try the E7 Eurotaxi out for yourself, and give your backing for our campaign for more accessible taxi travel for all.**

Members of Liverpool Wheelchair Group (LWUG) and Merseyside Coalition of Inclusive Living (MCIL) will be on hand to listen to your experiences, views on taxis, transport and access, or contact us via our websites [www.lwug.co.uk](http://www.lwug.co.uk) or [www.mcil.org.uk](http://www.mcil.org.uk) and MCIL office tel. 0151 260 4001

The taxis will be on the car park at 'Lifehouse'  
Summers Road, Brunswick Business Park, Liverpool L3 4BL  
reception tel. 0151 296 7733.

- Liverpool has over 12,000 resident Wheelchair users, for many of whom travelling by taxi is the only way of getting to work, study, shops, community and cultural venues, last and not least, visit loved ones.
- In our City, we are seeing more commitment to accessible buildings. We are seeing a greater commitment in recent years from Liverpool Primary Care Trust, the funders of Wheelchairs on behalf of the NHS with the range of designs of wheelchairs supplied to meet the needs.
- All these efforts and the wake up call for removing barriers to living, of the Disability Discrimination Act of 1995, are sadly of frustrating and limited use, if many wheelchair users still cannot get to the places they want, because the designs of Taxi available at present in Liverpool, fine though they are for many people, cannot easily accommodate many wheelchair users.
- The E7 Taxi designed by Peugeot and Allied Vehicles of Glasgow offers hope for many to travel easily, securely and safely by Hackney Cab.
- The design features of the E7 Taxi that make the difference to wheelchair accessibility include the large floor area, and sliding under floor ramp
- We want the opportunity, the choice, to see the E7 Eurotaxi on our Streets. We want to see it introduced as part of the range of vehicles licensed as Hackney Carriages in the City of Liverpool. The E7 Taxi would give more solutions for many more wheelchair users, to get out of their homes and go the places they want to go.
- We view its introduction as part of the vision, a major contribution to improved accessibility in our City.



## Key Design Features

1. **The large floor area and flexible seating of the E7.**
  - These offer better easier access, manoeuvring a wheelchair into place, ensuring the chair and occupant is secure and comfortable by safety restraints and seatbelt.
  - The layout also allows space for several friends, in addition to the wheelchair user. It is always nice to travel sociably!
  - We are all very familiar with the traditional TX design of taxicab, on the streets of Liverpool for many years. The makers LTI have come up with some very helpful innovations to improve access for disabled people. Unfortunately, to the experience of many wheelchair users who need to remaining their chairs when travelling , their chairs won't fit easily into the existing TX design, are left sitting sideways and travel totally unsecured at present .
  - When we have talked to members of the Hackney Cab Licensing Committee. They agree with us and say it is terrible and drivers doing this should be reported. We replied that this is a dilemma for many wheelchair users, because if they don't travel like this, they can't travel at all, at present in Liverpool.
  - Manoeuvring many wheelchairs in and out of the rear of a traditional TX cab can be so tight and difficult for cab drivers, that most wheelchair users have sadly even experienced frustrating occasions of being ignored and driven past when trying to get a taxi home. The situation must not stay as it is. We have many many wonderful and caring taxi drivers in Liverpool. What they need is the opportunity and choice of using a better vehicle for accommodating wheelchair users, by licensing the E7.
2. **The option of a built in sliding, under floor ramp** gives better, easier, safer access to an E7 design taxi cab. Again, the experience on the streets of Liverpool, has been that getting ramps out of the boot of an existing design TX series 'London Cab' or the rusted flip up ramp in the floor has been so 'awkward', that more than a few drivers will 'bump the wheelchair' user up in to the cab, without even asking their permission. We stress there are many many thoughtful drivers, but they need to be given the option of a better tool for the job, of providing accessible transport for all their customers.
3. **Forward facing position.** The layout of the E7 taxi even allows for some chairs to be secured safely with forward facing restraints giving the luxury of actually seeing where you are travelling! .

4. We strongly believe that licensing the E7, ALLOWS taxi firms to try out the E7, and find out that it is easier to take fares from wheelchair users, and assist them, making a major contribution to the accessibility of our City.
5. Many wheelchair users could enjoy a much better experience; travelling comfortably, travelling with space in the cab for their friends, and will want to travel more often. I sadly personally know of many who have had such bad experiences of taxis, with the cramped conditions for their wheelchair travel in the traditional TX cabs contributing to the difficulties that they have given up going out altogether.
6. . The Latest European Guidance from the European Conference of Ministers of Transport (2007), recommends a city or local authority have a range of vehicles in the taxi fleets, not just one design, and can then be able to meet a wider range of access needs. Authorities across the country have successfully licensed and introduced the E7, responding to the clear needs of many wheelchair users, alongside the existing taxi designs including the 'traditional' TX cabs which will continue to do a good job for many other people.
7. We would all like to encourage more visitors to Liverpool and meet the people of our historic and exciting City, especially during the year as Capital of Culture. A taxi fleet with a wider range of Hackney Cabs; able to meet a wider range of needs would be an great welcome to an 'Accessible Capital City of Culture'. Who knows many of the 12,000 City's residents who use wheelchairs, may appreciate them as well.

**Tuesday 4<sup>th</sup> December 12- 4pm**

**Demonstration of several E7 Eurotaxis**

**A chance to try the E7 Eurotaxi out for yourself, and give your backing for our campaign for more accessible taxi travel for all.**

Members of Liverpool Wheelchair Group (LWUG) and Merseyside Coalition of Inclusive Living (MCIL) will be on hand to listen to your experiences, views on taxis, transport and access, or contact us via our websites [www.lwug.co.uk](http://www.lwug.co.uk) or [www.mcil.org.uk](http://www.mcil.org.uk) and MCIL office tel. 0151 260 4001

The taxis will be on the car park at 'Lifehouse'  
Summers Road, Brunswick Business Park, Liverpool L3 4BL  
reception tel. 0151 296 7733.

When you come down to Lifehouse, also take the opportunity to visit the Open Day 1-4pm at the Liverpool Disabled Living Centre now housed in the Lifehouse.

John Bruce  
Chair Liverpool Wheelchair User Group

More information about Liverpool Wheelchair User Group's activity for improved support services and an ACCESSIBLE CITY, can be found on the website [www.lwug.co.uk](http://www.lwug.co.uk)

**Streeter, Ian**

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**From:**

**Sent:** 30 October 2009 15:16

**To:** Streeter, Ian

**Subject:** norwich city council hackney carriage vehicle specification

To: Mr I Streeter

In regards to the Peugeot E7 as a hackney cab, here are a few reasons why i feel the E7 should become a hackney cab in our fine city

1. as a vehicle it offers the driver a better driving experience
- 2.more comfortable for the customer
- 3.more economical
- 4.more choice for wheel chair users ( forward- rear facing)
- 5.more safety features ( airbags )
- 6.sliding rear doors
- 7.more luggage space
- 8.more choice of places to service vehicles

I would be happy for N.C.C to introduce the E7 and as i have seen the vehicle in person and checked it out, i can't see any down sides not even the turning circle.

**Streeter, Ian**

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**From:**

**Sent:** 30 October 2009 15:23

**To:** Streeter, Ian

**Subject:** (no subject)

sorry a forgot to sign my name on previous email

Chris Greene badge No 4277

**Streeter, Ian**

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**From:** Trevor Kershaw  
**Sent:** 30 October 2009 14:04  
**To:** Streeter, Ian  
**Subject:** Norwich City Council Hackney Carriage Vehicle Specification

Kind Sir

My name is Trevor Kershaw and I am a licensed Hackney Driver in the city, I received a letter with regards above subject of the new Peugeot E7.

I believe it is a good thing to bring them in as detailed below :

- 1) Better mpg than current taxis.
- 2) Better comfort for Drivers.
- 3) More Interior room for wheelchair access and they can be forward or rear facing.
- 4) Better road holding and handling with modern suspension for more comfortable ride for both driver & passengers.
- 5) More Luggage space which can be adjusted both for luggage and or passengers.
- 6) Better safety ., i.e. pre-tensioning 3 point seatbelts and driver airbags.
- 7) Auto lock indicators to prevent passengers getting out into traffic.
- 8) Side steps for people who need it .
- 9) Vehicle can be serviced by any vat registered mechanic instead of specialist dealers.
- 10) Part are far more easier to come by than current taxis. (And cheaper)
- 11) Vehicle is less prone to rust so quick as the TX does.
- 12) Better emissions than the TX as a new TX will cost £408.00 per year tax and the E7 does not.
- 13) Far cheaper than a new TX even with a scrappage scheme : I was offered £5000 for my cab by a sales director who came onto the hill to get into a new TX4 which was valued at £29000.00 (A top of the range E7 is £28000.00-Bottom is about £22000.00)

I do realize that it does not have the same turning circle that the TX does but compared to all the other benefits I feel this is still a better prospect than the TX or Metro.

I have been asking my passengers over the course of the past month or so and some of the fell it would be a good thing on regular electric wheelchair user stated that while in Scotland he had a fantastic and forward facing ride in an E7.

Some of the information I have give has come from cabs direct and some off various web site on the internet, I have seen an E7 and if they were allowed in I would seriously consider buying one when my current vehicle become too expensive to maintain.

I hope this meets with your approval.

Kind Regards  
Trevor Kershaw

30/10/2009

• JOHN WHITEHEAD

Organisational Development
3 NOV 2009
Post Room

RECEIVED
- 3 NOV 2009
LICENSING

1 November 2009

DEAR MR STREETER, I WOULD LIKE TO URGE THE COUNCIL TO ADOPT THE SPECIFICATION FOR THE PEUGEOT E7[series 1&2] BELOW ARE A FEW OF MY REASONS, ALL FIGURES ETC QUOTED ARE FROM THE CABS DIRECT SALES BROCHURE.

1 GREENER, THE E7 EXCEEDS EURO 4 EMISSIONS STANDARD  
REDUCED CARBON PARTICULES & HARMFUL CO2 EMISSIONS ARE SIGNIFINALLY LOWER  
THAN OTHER HACKNEY CABS [A BENEFIT FOR OUR GREAT CITY]  
E7 CAN RUN ON 30% BIO DIESEL

2 PASSENGER COMFORT & SAFETY, E7 HAS FRONT PASSENGER & DRIVER AIR BAGS EASE  
OF ACCESS FOR WHEELCHAIR PASSENGERS & EXCELLENT WHEELCHAIR RESTRAINTS

3 DRIVER SAFETY WITH A HIGH IMPACT PARTITION

4 ECONOMY, URBAN MPG 30.4, EXTRA URBAN MPG 43.5, CMBINED MPG 37.7

5 SPARE PARTS READY AVAILABLE LOCALLY MEANS LESS TIME OF THE ROAD FOR  
DRIVERS

THESE ARE JUST A FEW OF THE MANY ADVANTAGES OF THE E7, WOULD THE COMMITTEE  
ALSO CONSIDER OTHER HACKNEY CABS MADE TO THE MI type approval with hackney carriage  
specifications the council requires[ie fiat, Mercedes, tw200, etc] THE ONLY THING THAT AN E7 HAS  
NOT GOT IS THE TURNING CIRCLE, HOWEVER I CONSIDER A U TURN A SOMEWHAT  
DANGEROUS MANOEVER WHICH I HARDLY EVER USE, THERE HAS BEEN A MONOPOLY IN  
THE HACKNEY TRADE FOR FAR TO LONG IN THIS CITY, AS YOU KNOW METROCABS ARE  
NO LONGER AVAILABLE SO PLEASE LET US HAVE A CHOICE OF WHICH VEHICLE WE  
SPEND A GOOD PART OF OUR LIVES IN, I HOPE NORWICH CAN JOIN THE VAST MAJORITY  
OF THE LARGEST CITYS IN THE UK IN ALLOWING THIS VEHICLE SPECIFICATION

YOURS SINCERELY

JOHN WHITEHEAD[hackney licence number 42111]  
•

**This is a petition collected on the 11/12- 11-2009**

**By MR P KEENAGHAN**

**UNDER THE HEADING**

**WE, THE UNDERSIGNED NORWICH CITY HACKNEY DRIVERS/OWNERS  
WOULD LIKE NORWICH CITY COUNCIL TO GIVE US THE  
CHOICE OF THE PEUGEOT E7 TAXI**

**I WOULD LIKE THIS DOCUMENT TO BE PRESENTED IN FRONT OF THE  
REGULATORY COMMITTEE DEALING WITH THIS MATTER AT THE  
EARLIEST CONVENIENCE**

We, the undersigned Norwich City Hackney owners / drivers would like Norwich City Council to give us t

late o	reg. no	owner	name	address
090	M602 BZC	YES	John W Dodd	SS, CORNSHED RD
249	J 916 MAV	YES	P. CLINTON	31 CAVELLA RD
317	X899 ACB	NO	J. FOLLOPE	4 WALSHAM
1097	R23 ALD	YES	S. FILL	SWAINSTHORPE
467	K 606 LMK	YES	M. BOUNDEN	W/C
405	R574 YOM	YES	M. DAVIES	4 GRESHAM RD.
1084	V294 SLES	YES	N. HALLSWORTH	4 BURN DRIVE
1149	AES1 HYN	YES	PHILIP RYE	10 ST. BENEDICT ST. STAMHAM
326	R490 OKL	YES	TREV KISHAW	4 PETERSON RD, NUNWELL
362	R509 TXN	YES	G. GRIFFIN	30 PRIMROSE CREST, MULBARRON
284	R580 TLX	YES	R. C. L. L. L.	32 NORFOLK ST NORWICH
218	P595 NLB	YES	L. CORNWELL	PACK HOUSE WILFORDS THORNTON
286	X894 EOX	YES	M. WALTER	46 SAGE RD NAVA
285	N22 YOL	NO	R. S. LEWIS	24 DEAMOND DRIVE
365	X889 ACB	YES	G. G. G. G.	100, ROCKINGHAM LANE, NORFOLK
080	A14 FS3	YES	M. MILLS	1, SCHOOL LANE, SKEGTON
222	R961 KPA	YES	B. P. M. M.	34 LONGDALE
230	S256 YSU	YES	R. L. L. L.	28 DODFORD ST WILMINGTON
225	P847 JOK	YES	G. E. CULLASINE	83 WOODLAND VIEW STATION STRAWLESS
181	P901 SLD	NO	FRANK VANN	2 SKIPPING CLOVE RD WYNDHAM
532	R51 ALD	YES	Donal Pinn	122 PROCTOR
193	AF52 OTD	YES	GRAHAM NIXON	29 GROVEBURY WASE, NORWICH
222	N741 DRW	YES	Anthony G. G. G.	92 Pilling Park RD

collector: P. K. K. K.



We, the undersigned Norwich City Hackney owners / drivers would like Norwich City Council to give us t

plate no	reg. no	owner	name	address
225	W5558	YES	ISSACKSON	15 BATES COLLEGE
481	N789 LCL	YES	M. BISNOE	N WALSHAM
1194	EX0 32NB	NO	T. GASKER	6 FARMCO, LINGWOOD
1098	R590 ULH	YES	Khalil Arabian	Brundall
1151	V388 HBY	YES	DAVID HOWES	SPROWSTON
450	12603 411H	YES	S. BROWN	SWARDESTON
233	R541 ULH	YES	R. CLARKE	206, MILL LANE NORWICH
1083	8829 JEN	YES	R. DUMMAN	141 BUTTAMORE ROAD
339	R967 SE9	YES	M. ENGLETON	112 TRACEY RD
1283	V93 FSG	NO	M. SALAUDIN	130 SOMERLEYTON GARDENS
474	S701-JLR	YES	P. LOMAX	26, AUSTIN RD COSTRESS
529	S220 JLP	YES	T. DRAKE	Horsford
498	V301 GLE	YES	S. POWER	3 WILLIAM PUGH CLARE, SPURWELL
1290		YES	S. CULLAGINE	49 WOODLAND VIEW
1183	B52 N5X	YES	S. TUTTLE	15 BRETTON RD
420	P843 JOK	NO	A. I. MANN	391 N. MANNING LN
1187	EX0 32NB	YES	P. HEWITT	103 WELSHAM RD
1154	V298 GLE	YES	M. NICHOLLS	7 FAIRFAX RD
1284	BX54 BEY	NO	H. F. H. X. M. H. H.	13 WHITAKER
336	N923 YOT	YES	J. BOULTER	210 JEX ROAD, NICH.
327	S429 KLM	YES	A. BERRY	50 SUMMERWOOD GARDENS
1211	R532 KMV	NO	O. COIT	1211 MONATIO CT
1191	S769 DOX	YES	M. SMYTH	133 CHESTNUT AVENUE

We, the undersigned Norwich City Hackney owners / drivers would like Norwich City Council to give us 1

late	reg. no	owner	name	address
0				
121	MKS2 UNL	DIVER	TERESA KEENOGHAN	Wesley Rise
174	B204 XRD	YES	P KEENOGHAN	Wesley Rise
192	Y998 XAV	DRIVERS	A BOWATHIS	Thorpe Marriott
153	N986 YOC	DIVER	L J JINCE	CLONDA
86	S877 JIN	YES	MARK CARRIGAN	
115	AE57 CBO	YES	P BOMLEY	
357	AE57 F2C	YES	A SULLIVAN	
144	LRO6 YGH		P OGDARE	29 Lawrence Road
116	LM54 ZKV	YES	STUART CLETT	80 BRAMBLE WOOD
116	W678 JNC	YES	ROBIN GUNTON	65 BRAMBLE WOOD
104	N828 VFL	YES	Brigitte Reddell	27 Chapel Road, Hainford Road
104	S30 L54	YES	L. RATTEN	16 PEDDARS WAY
188	SN53 EAW	YES	IAN SWEPPARD	MOON TURTLES NR 12 OTB
189	W337 XAH	NO	SHAWN SMITH	Backmead
123	LS55 XNW	YES	JOHN LEMMON	NORWICH
364	W685 COS	YES	TERESA KEENOGHAN	WESLEY RISE, WESLEY RISE
413	W681 MUV	YES	KEENOGHAN	30 Kingsway Road, Norwich
152	X234 HHY	YES	KEENOGHAN	31 CORSEY HAY



# APPENDIX B2

Ian Streeter  
Head of Licensing  
Norwich City Council  
City Hall  
Norwich  
NR2 1NH

9 November 2009

Dear Ian

## **Re; Review of Norwich Council Taxi Conditions of Fitness**

Thank you for advising us that the consultation deadline for submission of evidence has been extended to 16:00 on 9 November.

We still believe that this is insufficient time to undertake a proper consultation but understand that Allied Vehicles have sought a court order to require the Licensing Committee to take a decision on this issue. We have had an opportunity to read the report and supporting documents, which the Committee will consider, and which appear to favour the adoption of the E7 on accessibility grounds.

Disability access is an important issue for the Committee to consider but remains only one aspect of reviewing the Conditions of Fitness. We cannot understand how the Committee can make a balanced decision about changing the current Conditions of Fitness, without undertaking a review of the 25 foot turning circle and its relevance and use in Norwich City.

As you will be aware, Transport for London undertook an extensive trial to determine the relevance of the 25 foot turning circle to the City, during their review of the Conditions of Fitness which concluded in 2005. Transport for London used Millbrook Proving Ground Ltd to provide an independent report on the value of the tight turning circle. The research placed a linear displacement potentiometer and data acquisition unit on a number of taxis, the drivers were not aware of its presence.

The potentiometer recorded the taxis steering angle continuously, for a two week period and provided a clear data set to show the tight turning circle is still

relevant and accounts for "approximately 50m U-turns ..... performed by London taxis each year " (Source: Transport for London).

Transport for London concluded;

*"If these U-turns were replaced by multi-point turns and other alternative complex manoeuvres, this could cause delay and impede other road users."*

The then Head of the Public Carriage Office, Roy Ellis, concluded;

*"After a comprehensive review, it was found that the tight turning circle produced tangible significant benefits to the travelling public"*

Without properly reviewing the use of the TTC in Norwich, we do not understand how the Committee will have the relevant evidence on which to take a decision on the Conditions of Fitness.

Yours faithfully

Richard Daniels  
**Government Affairs Manager**



Vehicles

Ian Streeter  
Head of Licensing  
Norwich City Council  
City Hall  
Norwich  
NR2 1NH

30 October 2009

Dear Ian

Further to our letter of 26 October, we have not received a reply from Legal Services and further to our conversation today, I understand you are preparing a report for the Licensing Committee's meeting on 10 November. As today is the deadline for submission of correspondence, which may be included in the report, we offer the following points for consideration by the Committee.

As stated in our letter dated 26 October, we do not believe that you can undertake a comprehensive review in the time frame allowed nor have we had sufficient time to prepare information for the Committee's consideration.

Since the Licensing Committees in Liverpool (2008), Norwich (2007) and the Mayor of London (2005), last reviewed their respective Conditions of Fitness, nothing has materially changed. Despite this Allied Vehicles wish the E7 to be licensed in each of these areas.

Allied's E7 taxi is the same vehicle and offers no new features to taxi passengers than it did in November 2007, when Norwich Licensing Committee reviewed the conditions and voted to retain the existing regulations.

The vehicle offers no improvement in environmental performance on the TX4, no benefits to drivers and no further benefit to disabled passengers or able bodied passengers than the existing vehicles on the fleet. In addition there is now a converted taxi on the market, which has the turning circle feature and could meet Norwich Council's Conditions of Fitness and provide disabled users with an alternative vehicle.

Since the last review there has been a ruling by Mr Justice Blake (31 July 2009) on Liverpool City Council v Alma Lunt and Allied Vehicles. The ruling requires Liverpool City Council to re-consider licensing the E7, based on the fact that the

Committee were provided with false evidence and were therefore misled to the facts of the issue. This is a procedural point. The judge then offers opinion on two issues.

- (1) The judge believes Alma Lunt is a class of wheelchair user and cannot be accommodated by the TX series of taxi. It is important to state that no single taxi can accommodate all wheelchair users. However, there is no case law to support his view and no set of measurements for different categories of wheelchair or user. The judge says that disabled people with wheelchairs over 1,200mm (the size of Alma Lunt's chair) are a separate category of user. However, there are wheelchair passengers with exactly the same chair as Alma Lunt, who regularly use TX model taxis.

There is also a new model of taxi with a similar space for wheelchair users and which has the 25ft turning circle. So there is no need for the Council to change their conditions to benefit Allied Vehicles; as they can allow other vehicles, which already meet the Conditions of Fitness.

- (2) The judgement also agreed with Allied that the Conditions of Fitness are restricting the cross-boarder trade of Teepee chassis, as it is imported for the purpose of being sold as a public hire vehicle. If this is the case Allied Vehicles are arguing that Norwich Council should license all of the following models of taxi or the Council will be in breach of Art 28 of the EC Treaty: TW200, Jubilee Mercedes, Scott Cab convert a Peugeot Taxi and Voyager converts a range of Toyota and Volkswagen taxis.

We have also obtained legal advice: the E7 is imported and re-manufactured by Allied in Scotland, it is therefore materially different from the original vehicle. The E7 taxi is only sold in the UK and does not cross EC borders, it therefore does not fall under EC competition law. A binding decision can only be taken by the European Court of Justice on this point.

- (3) If Allied Vehicles wish to argue that Norwich Council must adhere to the above opinion, the logical decision for the Committee is to license all vehicles currently sold as public hire taxis.

Allied Vehicles offer a variety of evidence, which we have not been permitted to fully assess. We would draw the Committee's attention to the Lowland report, which claims to show that the TX models cannot accommodate 96% of wheelchairs, in a properly secured position. The report, commissioned by Allied, which has not been made available to us, is not independent or credible; it claims that of 100 wheelchair journeys only 4 passengers were properly restrained. This they claim shows the TX taxi cannot transport wheelchair passengers properly. The report in effect demonstrates that 96% of drivers lack proper disability training.

The following points summarise the reasons to retain the Conditions of Fitness.

**(1) The 25 foot Turning Circle**

- The 25 foot turning circle allows taxis to safely and quickly cross to the other side of the road in one manoeuvre rather than making a 3-point turn.
- Safety issue: the 25 foot turning circle prevents customers having to cross the road to access a taxi.
- Wheelchair passenger can alight from the correct side of the road.
- In the review of the London Conditions of Fitness they concluded;

***"the tight turning circle on existing London taxis is of considerable practical significance to passengers and road users"***.

This is used every hour of every day by drivers in Norwich.

**(2) Recognisability**

- The London taxi helps partially sighted passengers identify a licensed taxi.
- Clear difference between taxis, which can be hailed on the street and private hire vehicles, which must be pre-booked and illegal taxis.
- Offers a recognisable vehicle that women at night can identify and use with confidence.

**(3) Purpose Built for Disability Access**

The purpose built taxi can accommodate 90% of all wheelchair users.

- The TX has a swivel seat to assist entry for ambulant disabled passenger; this is not available in the E7.
- The TX ramp is shorter and less intrusive.
- The E7 has a very high step height, which is awkward for disabled, ambulant disabled and elderly passengers.
- It is difficult to open the E7 door from the inside.
- The electric intermediate step on the E7 is not fitted as standard and did not work on the demonstration on 28 October 2009.
- The TX has 100mm more door head room than the E7.

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<sup>1</sup> page 21, 2.51: Public Carriage Office: Reconsideration of three aspects arising from the 2003 review of the Conditions of Fitness for London Taxis: 15 December 2005;



It is clear that London style taxis provide by far the best overall disability access, providing access for 95% of the 10.8 million disabled people in the UK.

#### **(4) Environmental Considerations**

The TX4 vehicle emits 211g CO2 per km and falls into band F for vehicle excise duty. This is the same tax band as Allied Vehicles' E7. The E7's CO2 emissions are only 13g CO2 per km lower at 198g CO2 per km. In real terms there is no difference between the vehicles' environmental efficiency. We are also currently working on a range of low emission vehicles, which we anticipate will be available by 2011. The E7 is much larger than the TX4 and less manoeuvrable, with a 40ft turning circle, it is therefore forced to perform more three point turns, which uses more fuel and emitting more CO2.

Since 1994 LTI has reduced tailpipe emissions by 55% and tailpipe emissions produced by our current TX4 model are 50% cleaner than the current Euro 4 limits.

#### **(5) Safety**

The TX series offer exceptional protection to passengers in cases of Road Traffic Accident. The steel body is mounted on a solid steel chassis and meets the highest level of European Whole Vehicle Type Approval.

#### **(6) Cost of Current Taxi Licensing Condition**

It is sometimes argued that the current taxi licensing conditions cost the trade and passengers. However, the Public Carriage Office review concluded:

- "There would be no cost savings to drivers and passengers."
- For taxi users the introduction of greater competition into the market would be likely to have no impact on fares.
- Even using assumptions that are most generous to AVs [alternative vehicles] the reduction in fares would rise to about 12p (or 1%) after 20 years<sup>2</sup>

#### **(7) British Manufacturer**

LTI Vehicles has been manufacturing taxis in Britain for over 60 years and employs 400 people across the UK. We are proud to manufacture an iconic British vehicle and support UK manufacturing.

<sup>2</sup> page 79, 11.42; Public Carriage Office: Reconsideration of three aspects arising from the 2003 review of the Conditions of Fitness for London Taxis; 15 December 2005;

We would be grateful if we could address the Committee on 10 November.

Yours faithfully

Richard Daniels  
Government Affairs Manager

**Streeter, Ian**

---

**From:** Gary Potter  
**Sent:** 22 October 2009 14:07  
**To:** Streeter, Ian  
**Subject:** re: Norwich City Hackney Carriage Vehicle Specification  
**Importance:** High

Dear Sir,

In response to your letter dated 19 October regarding application for E7 vehicle:

i) I believe that the Norwich hackney trade would benefit by staying with the original spec vehicles i.e. FX4, Fairway, Metrocab and the TX range because i) they conform to current spec, and ii) familiarity / recognizable making it safer for the Hackney using public.

ii) However there is another vehicle that i believe would suit better and i believe meets current spec and that is the Mercedes Vito Taxi. If it is just a question of choice maybe this vehicle should be considered first above the E7, not just because it meets the current spec but is now widely used in London and is becoming as recognizable as the LTi or Metrocab offerings.

to summarize:

If there were to be a new vehicle introduced into Norwich, which i wish there not to be, I would prefer it to be the Mercedes Vito Taxi.

Thank you

Gary Potter

**Streeter, Ian**

---

**From:** Bob Marti  
**Sent:** 22 October 2009 16:04  
**To:** Streeter, Ian  
**Subject:** Hackney Specification.

Dear Ian,

Thankyou for your letter ref the Hackney vehicle spec.

Personally I consider the E7 series 2 to be an ugly expensive vehicle-so it will probably appeal to some drivers!

Like the new Vito it will have its exclusivity.

I assume from your letter that the original E7 is not included in your consideration as this would be my vehicle of choice.

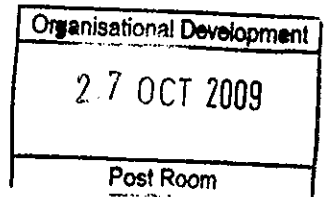
Finally,could you clarify if a Metrocab with a petrol engine that is converted to run on LPG as well as petrol,is usable in Norwich? I had an LPG vehicle some years ago and it proved to be very economical.

Yours Thankfully,

Bob Marti. HC 4200.

23<sup>rd</sup> October 2009

Mr I Streeter  
Senior Licensing Officer  
Licensing  
Legal and Democratic Services  
Norwich City Council  
City Hall  
St Peters Street  
Norwich NR2 1NH



Dear Mr Streeter

Re Norwich City Council Hackney Vehicle Specification

Please find my comments on the Peugeot E7 as a hackney carriage.

- 1) E7 not practical as no turning circle & no automatic transmission.
- 2) Would be creating a two tier system how it used to be with saloons.
- 3) After 5 years would become scruffy
- 4) People would become confused with Private Hire.
- 5) More Private Hire would be coming over to the Hackney trade with all sorts of vehicles.
- 6) Keep what you have got and stay professional.

I hope these are useful comments.

Yours sincerely

P.J.Seaman





EASTERN REGION

Amicus Section

Ian Streeter  
Senior Licensing Officer (Team Leader)  
Norwich City Council  
Norwich

30 October 2009

Dear Mr Streeter

Consultation

I am surprised and disappointed that you have launched into a consultation about the possibility of Peugeot hackneys in such a hurry. I understand that you sent out letters to proprietors that asked for comments to reach you by the 30 October. I have made enquiries and I'm told that these letters began arriving on 22 October. (I have to tell you that my personal letter has not arrived at all.) I have two main complaints about this process.

First, you have allowed far too little time for responses. I know of drivers and owners who are on holiday, taking advantage of the school half-term holidays. In addition there has been insufficient time to organise any meetings or briefings for our members and others.

Secondly, you seem to have limited the scope of your consultation to owners only. Drivers should also have been invited to send in their views. They have just as much of an interest in the trade as proprietors.

I think this situation is utterly unsatisfactory, particularly since I have now been told that you have had a period of months in which to organise something properly. My Union hopes that you will delay committee consideration of this issue to allow for a more thorough consultation.

Peugeot Hackneys

The comments below are produced quickly and have not been subject to a level of research and consideration appropriate to this important issue.

Since this vehicle was refused by your council they are still not meeting the requirements of the turning circle. In the meantime another manufacturer has spent the time and investment making adaptations to meet the current criteria. We believe Allied Vehicles could do this but have chosen not to do so. I cannot believe that Allied Vehicles lacks the technical expertise or financial resources to have done so if they wanted.

Contd/...2

I remember that the representative of Allied Vehicles, at the committee meeting on 13 November 2007, addressed this issue by saying, in effect, that his company didn't consider the investment would bring sufficient returns.

The tight turning circle brings safety, financial and manoeuvrability advantages for the hackney trade, its customers and the public more generally in a city such as Norwich, which has a medieval street pattern with many narrow roads and tight layouts. Many manoeuvres are far safer done in one movement than, for example, three-point-turns, when carrying members of the public. Taxi drivers are skilled in these movements and, of course, have passed a special driving assessment.

Allowing some less-maneuvrable vehicles onto the city's taxi ranks will cause complications and may well reduce rank space even further, and there is a huge general shortage anyway.

I have great reservations about a hackney with manually-operated sliding passenger-compartment doors.

I am concerned too that this application is the thin end of a thick wedge. The existing specification is clear and has a hard edge. If this latest Peugeot conversion is admitted you will be approached by other vehicle converters, of which there are many, each with some seemingly minor change to what was previously agreed. The council risks losing control by stealth.

Christopher Arnold  
Chairperson  
Unite  
Norwich Cab Section

**Streeter, Ian**

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**From:** Dolphin Coaches

**Sent:** 05 November 2009 10:38

**To:** Streeter, Ian

**Subject:** Peugeot E7

I WISH TO OBJECT TO THE LICENSING OF THE E7.THE REASON BEING I THINK CHANGING THE CONDITIONS OF FITNESS WOULD OPEN THE FLOODGATES TO ALL OTHER TYPES OF VEHICLES.

K.A.COOKE



**Anthony Williment**  
64 Barclay Road, Norwich, NR7 9QP  
Landline -  
Mobile -  
Email -

Ian Streeter  
Senior Licensing Officer (Team Leader)  
Norwich City Council  
By Email

8<sup>th</sup> November 2009

Dear Mr Streeter

**Norwich City Council Hackney Carriage Vehicle Specification**

1. This letter gives my comments and recommendation on the possible acceptance as Norwich hackney carriages of the Peugeot E7 conversion produced by Allied Vehicles.
2. I became a licensed hackney carriage driver in this city in November 1976. It has been my sole employment ever since. I believe I am now the longest continuous-serving hackney driver in the city, apart from a few who have left the trade for periods and come back to it.
3. I wish to oppose any change being made to the current hackney vehicle specification in Norwich and also to oppose any vehicle being allowed as an exception. The following are my reasons.

**Overall Specification and Restriction of Trade**

4. The specification used in Norwich is in essence that used in London. This has been in existence for very many years and was not adopted for the purpose of restricting trade. Any vehicle manufacturer – Peugeot, Citroen, Ford, Volkswagen or any other – could have produced a vehicle to fit the specification and subsequently have become hackney carriages. Unfortunately, over the years, a number of suppliers dropped out for reasons that can only be speculated about. One conversion company – Allied Vehicles – prefers not to make their vehicles to fit the specification, but to badger local licensing authorities into watering-down specifications.
5. Over the past year one new conversion company – One80 – has produced a hackney carriage based on a Mercedes vehicle. This has been tested and is now allowed in London because it fits the specification. I'm told that there are now about 800 such hackneys in London. If One80 has done it why hasn't Allied Vehicles? One80 has invested in the necessary engineering alterations; it would be ironic if their investment was wasted because they needn't have bothered.

### Turning circle

6. In my view this is the main reason for maintaining the existing specification. I consider this to be crucial for safe and successful hackney work in urban situations, especially those like Norwich and London with traditional and historic, rather than modern, street patterns. I attach a paper, "*Norwich Hackney Carriage – Full-Lock Usage*". (This was produced for the consultation on this issue in 2007, but remains relevant today.)

7. Hackney drivers use the full-lock capacity of their vehicles because it is there and because they find it useful and safer than alternative manoeuvres. Advocates of slackening the specification argue that if their vehicles did not have this capacity they would manage without. This is so, but it is not the point. What is significant is that their usage, like mine, is soundly based on demand.

8. The other consideration is what the alternative turning manoeuvres, some of them demonstrably unsafe, would be. One would be to take a different and, by definition, a longer route – more expensive for the customer and likely to face resistance. Another would be the three-point-turn – much more hazardous and disruptive in even moderately busy traffic. The third would be to resort to the device too often used by PHV drivers, that of pulling across to the offside footpath whilst facing oncoming traffic and, at night, blinding drivers with their headlights – the thought of more such movements in busy city centre streets at night is almost beyond contemplation.

9. A good proportion of customers hailing taxis in the street do so from the opposite side of the road. Using the turning circle obviates the dangers of them having to walk cross busy streets, particularly at night when some may not be at their most sober and potentially at great risk of road traffic accidents.

10. Customers in wheelchairs always need to enter and exit on the nearside of the taxi. The tight turning circle avoids any need to detour or do three-point-turns to enable this to happen to suit the customer's needs.

11. Another factor concerns taxi ranks. It would be likely that a hackney without a tight turning circle would, on occasion, seek to leave a larger gap between his or her taxi and the one in front to ease egress. This would put even greater pressure on rank space which is inadequate at the moment.

12. The use of the tight turning circle is safe, convenient and economical.

### Environmental factors

13. I understand that the latest LTI taxi and the Peugeot are in the same road-fund-licence band, so there should be no significant emissions issues between them.

#### Access for disabled people

14. There are design differences between the London taxi and the conversion. The Peugeot offers greater floor space, for example, whilst the LTI one has higher doors (a great advantage in my experience) and a swivel seat for the ambulant disabled. So it's very much swings-and-roundabouts. This being so this issue need have no bearing on the question of altering the hackney specification.

#### Owners of new Norwich hackneys

15. It is plain that several Norwich hackney owners have, in the last year or so, bought brand new hackneys of the approved design. If the specification is relaxed in the near future and without notice they will suffer reduced sell-on values for these taxis. Their acceptance of and loyalty to the council's policies will have been unreasonably costly for them.

#### London Public Carriage Office

16. The Public Carriage Office, part of Transport for London, undertook a full and detailed evaluation of the London style cab versus the Peugeot E7, the Mercedes Vito and the VW Caravelle. (This study was done ahead of the availability of the One80 conversion.) The final conclusion was, "Alternative vehicles do not offer superior benefits and therefore it cannot be said that relaxing the Conditions of Fitness... would confer such benefits on drivers, passengers, disabled people or on the environment."

#### Conclusion and recommendation

17. This application involves one conversion. However there are other converters waiting in the wings to follow where Allied Vehicles might lead with any major breakthrough. Each conversion will inevitably be slightly different to the previous one, and demanding its own further relaxation of the specification. The cumulative result will be confusion and lack-of control.

18. This is a much more complex and wide-ranging issue than it appears at first sight. I strongly recommend that the council keeps the *status quo* in this situation; to do otherwise will, in my view, open a can of worms, which would better have been kept shut.

Yours sincerely

Attachment: Norwich Hackney Carriage – Full-Lock Usage

## NORWICH HACKNEY CARRIAGE – FULL-LOCK USAGE

24/07/2006 to 17/10/2006

Days	Data			Analyses	
	Hours worked	Jobs done	Full locks used	Full locks per hour	Full locks per job
ALL	269.7	545	464	1.72	0.85
Mon	31.7	36	25	0.79	0.69
Tue	18.7	11	14	0.75	1.27
Wed	36.0	51	40	1.11	0.78
Thu	35.1	50	32	0.91	0.64
Fri	77.8	186	159	2.04	0.85
Sat	65.9	206	191	2.90	0.93
Sun	4.5	5	3	0.67	0.60

### METHODOLOGY

The figures in this table represent my recorded usage of the 25-feet full-lock capacity for one Norwich hackney carriage between the dates shown: a period of nearly three months. All of the data has been faithfully and accurately recorded to the best of my ability.

Every working hour (except those spent on non-driving duties, such as waiting at garage workshops, book-keeping, attending City Hall and so on) has been included, as taken from my routine daily journal. Jobs done were taken from my daily taximeter readings, with contract school runs added. Full-locks used have been recorded, job-by-job, on my journal. Jobs done and full-locks used were not statistics I usually recorded but were done for this specific exercise.

The data and analyses are shown as a total or average figure, and broken down into days of the week. One analysis shows the average number of full-locks used per hour – 1.72. The other shows the average number of full-locks used per job - 0.85.

### FURTHER EXPLANATION

The number of hours worked may seem low over the period, but it covered my summer holiday and, in any event, I tend to work fewer hours than most drivers. On Fridays and Saturdays my custom was to work the late shift (roughly 22:00 hours until 04:00 hours the following day) and the day-by-day analyses indicate clearly that these days show more full-lock turns per hour than other days. This reflects my clear impression that full-locks were and are used more on busy nights than at other times.

Anthony Williment  
18 October 2006

# APPENDIX B3

**Streeter, Ian**

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**From:** Caroline Britt  
**Sent:** 21 October 2009 08:33  
**To:** Streeter, Ian; Archana Patel  
**Cc:** Ann Morley  
**Subject:** RE: Norwich City Council Hackney Carriage Vehicle Specification: application to licence Peugeot E7

Dear Mr Streeter

I refer to your email below seeking views on an application to licence a Peugeot E7 as a hackney carriage in Norwich.

The Disabled Persons Transport Advisory Committee (DPTAC) is unable to offer advice on applications of this nature. DPTAC is purely an advisory body working to Transport Ministers on transport matters as they relate to the interests of disabled people.

I am sorry I cannot be of any further assistance in this matter.

Kind Regards

Caroline

Miss Caroline Britt  
DPTAC Secretariat

---

**From:** Streeter, Ian [mailto:IanStreeter@norwich.gov.uk]  
**Sent:** 20 October 2009 16:46  
**To:** Caroline Britt; Archana Patel  
**Subject:** FW: Norwich City Council Hackney Carriage Vehicle Specification: application to licence Peugeot E7

---

**From:** Streeter, Ian  
**Sent:** 20 October 2009 16:41  
**To:**  
**Subject:** Norwich City Council Hackney Carriage Vehicle Specification: application to licence Peugeot E7

Dear Ann

Please see attached letter seeking your views on the application to licence the Peugeot E7 as a hackney carriage in Norwich.

The last date for comment is the 30 October 2009 and I apologise for the short notice but the council is subject to a court order in respect of this matter which stipulates a time frame within which the matter must be considered.

27/10/2009

**Streeter, Ian**

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**From:** steve rush  
**Sent:** 25 October 2009 21:41  
**To:** Streeter, Ian  
**Subject:** RE: Norwich City Council Hackney Carriage Vehicle Specification: application to licence Peugeot E7

Dear Ian

Thank you for giving the hackney trade association the opportunity to comment on the application to licence the Peugeot E7 as a hackney carriage however as members of the trade remain divided on this issue my associations position remains neutral.

Regards  
Steve Rush

---

**Subject:** Norwich City Council Hackney Carriage Vehicle Specification: application to licence Peugeot E7  
**Date:** Tue, 20 Oct 2009 16:32:59 +0100  
**From:** IanStreeter@norwich.gov.uk  
**To:**

Dear All

Please see attached letter seeking your views on the application to licence the Peugeot E7 as a hackney carriage in Norwich.

The last date for comment is the 30 October 2009 and I apologise for the short notice but the council is subject to a court order in respect of this matter which stipulates a time frame within which the matter must be considered.

Yours sincerely

Ian Streeter

Senior Licensing Officer (Team Leader)

Norwich City Council

(01603) 212439

ianstreeter@norwich.gov.uk

<<HC spec consultation letter\_Peugeot E7\_ other bodies.doc>>

\*\*\*\*\*  
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27/10/2009

## APPENDIX C

	City of York	Birmingham City Council	Peterborough City Council	Warrington Borough Council	Edinburgh City Council
What is the councils experience of licensing the E7 as a hackney carriage?	The councils experience of testing and licensing E7 has been positive. 7 seaters, very little mechanical issues. 7 HC vehicles currently licensed with CYC.	We have had no major problems with this vehicle, in fact Birmingham has gone down the route of agreeing to licence any purpose built hackney carriage so long as it is wheelchair accessible and has M1 certification. New models are subject to inspection by officers before agreement is given to licensing the type. We have had instances where drivers have requested that the tracking fitted to a vehicle to allow the bench seat to accommodate a wheelchair	We do not at present licence the E7 as a hackney carriage but some companies do use them as private hire vehicles.	We have been Licensing these vehicles since 2001 as hackney carriages and have had no reported incidents / problems reported to us in relation to the vehicle.	The E7 was accepted for use as a taxi in Edinburgh in 2006. Previously Edinburgh had followed the Metropolitan Conditions of Licence. There are no reports of any problems with these particular vehicles and the number that are used as taxis has continued to grow.

		<p>passenger is left off their build to reduce costs. This isn't obvious unless each individual vehicle is inspected before a licence is issued, but it can render a vehicle incapable of carrying a wheelchair. We have found that liaison with manufacturers and dealers helps as they will ensure that customers cannot buy a model which is not suitable to be licensed in our controlled district.</p>			
<p>Are there problems with the turning circle or is this irrelevant?</p>	<p>Irrelevant.</p>	<p>This hasn't proven to be a problem.</p>	<p>The turning circle would be a problem on some of the hackney ranks if the E7 was licensed as one. The LTI TX's manage to turn around in the street' but I believe the E7 would require a 3-</p>	<p>No problems experienced. Although there was an allegation by one owner that it was impossible to turn the vehicle around a 'mini' roundabout in the town centre - our</p>	<p>The turning circle has not been an issue. Prior to accepting the vehicle the Council commissioned an independent review of the full Conditions of Licence. The Review inves</p>



			point turn.	own independent trials found this not to be the case - rather a question of poor driver ability.	tigated (amongst other matters) the turning circle requirement that was previously in the Conditions of Licence and found this was not a reasonable requirement for Edinburgh.
How easy is it for those people with larger wheelchairs to use the vehicle?	This question can only realistically be answered by those people who use larger wheelchairs and have experienced been a passenger in this type of vehicle.	This is not a straightforward question unfortunately, the van derived vehicles are probably slightly better suited to loading and securing the larger wheelchairs that the traditional Metrocab and TX series vehicles, but the lack of standardisation amongst wheelchair manufacturers coupled with increasing customisation by users, means that introduction of these	As the E7 is not licensed as a wheelchair accessible vehicle, I am not aware of what size wheelchairs can be used or how they are secured. It is of course the driver's responsibility to ensure that all passengers are safe.	Not practical - the vehicle takes a standard N.H.S. wheelchair. Given that there are over 500 different wheelchairs - we accept that this provision would be impractical for the 'day to day' Hackney vehicle.	The E7 has not presented a problem for wheelchair accessibility to date. All of Edinburgh's taxi drivers have been trained in assisting passengers who use wheelchairs. The training is provided by a local expert in the field. The E7 was inspected by this expert and the vehicle was assessed as fit for use in this regard. Advice given to all drivers is that wheelchair passengers

		vehicles is by no means a universal panacea. Some users will still find that it is impossible to load, or safely secure their chair in an E7.			must be assisted in and out of the vehicle at a raised kerb (this is true of all varieties of taxi).
Can those and other wheelchair users be safely secured for travel?	All wheelchair access vehicles (including E7s) must demonstrate at the vehicle test/annual test their securing equipment for wheelchairs. A wheelchair access vehicle, will not be licensed until this demonstration (by the proprietor/driver) has been completed and the taxi assistants are satisfied it has met the CYC licence conditions, in relation to transporting wheelchair passengers.	If the chair fits, there is no reason why it can't be safely secured, these vehicles are fitted out inside like a conventional hackney carriage, with similar fixtures and fittings, grab handles etc. to the more traditional vehicles. Drivers do need to be familiar with their straps and locking devices and must know how to safely secure wheelchairs and passengers. That said, the same applies to conventional taxis if wheelchair		As previous.	The E7s licensed for use in Edinburgh have the traditional taxi layout with a partition between the passengers and driver. This layout means that only one wheelchair user can be carried.

		passengers are to be carried safely and securely.			
Are there any issues with recognisability of the vehicle as a hackney carriage?	No issues with recognisability. All HC must adhere to CYC licence conditions (in relation to how the vehicle is presented when working e.g top light, external plate etc). All HC vehicles now have the CYC crests visible on their vehicles. This condition was brought in Summer 09.	In Birmingham we have required that all van derived hackney carriage vehicles are supplied in black only. We insist that they are fitted with the traditional orange light and do not allow full body advertising liveries. We also have a restriction on MPV type private hire vehicles preventing them from being black, we have had no complaints of hackney vehicles being confused with private hire, or vice versa as a result of licensing these types.		No comment	No comment
Are there any safety issues around the	The only other safety issues are	Concerns have been expressed by		We discourage drivers to	There are no other safety issues

use of the vehicle in this way?	those which all vehicles undergo in order to be become a licensed vehicle. MOT (if applicable) and a vehicle test, which is carried out by 1/2 taxi licensing assistants and a vehicle technician/mechanic. The vehicle must comply with the CYC vehicle licence conditions, mechanically and presentation	those opposing the licensing of these types (mostly drivers already owning a TX type, or Metrocab) about the external steps fitted to some models to aid access/egress from the vehicles, however I am not aware of any accidents, or injuries which have been attributed to those steps.		carry 'sideways' facing chairs which would therefore be not properly secured. We have just received our initial draft of our latest 'demand survey'. We did include a mystery wheelchair shopper' Whilst we do not know which specific vehicles he was carried in - the results of carriage and securing were very very positive.	regarding the use of this vehicle in this way.
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