

Report to	Regulatory sub-committee 13 May 2019	Item
Report of	Public Protection Manager	4
Subject	Town Police Clauses Act 1847/ Local Government (Miscellaneous Provisions) Act 1976: application to licence as a hackney carriage a Ford ProCab fitted with 8 passenger seats.	

Purpose

To ask members to consider an application to licence as a hackney carriage a Ford ProCab with an 8 passenger seat configuration.

Recommendation

That members determine the application to licence a Ford ProCab as a hackney carriage fitted with 8 passenger seats in accordance with:-

- The Town Police Clauses Act 1847
- The Local Government (Miscellaneous Provisions) Act 1976
- The current Norwich City Council Hackney Carriage Specification

Corporate and service priorities

The report helps to meet the corporate priority of a safe and clean city and the service plan priority of protecting the interests of the public through the administration of the licensing function. The provision of outdoor refreshment facilities can enhance the character and vitality of an area and contribute to Norwich as a vibrant city of culture.

Financial implications

None.

Ward/s: N/A

Cabinet member: : Councillor Macguire - Safe city environment

Contact officers

Tony Shearman
Environmental protection, licensing and markets manager

01603 212761

Background documents

None

Report

Background

1. The City Council's power to licence hackney carriages is contained in the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976.
2. Section 47 (1) of the Local Government (Miscellaneous Provisions) Act 1976 states:-

“A district council may attach to the grant of a licence of a hackney carriage under the Act of 1847 such conditions as the district council may consider reasonably necessary”.
3. The Council has adopted conditions to be attached to the grant of a licence of a hackney carriage, one of which states:-

“Only vehicles which conform to the standard specifications for hackney carriages as adopted on 24th November 2009 may be used as a hackney carriage. ...”
4. A copy of the adopted specification for hackney carriages is attached at Appendix A.
5. The sub-committee's attention is drawn to paragraph 13(iii) which relates to the provision of a passenger seat in the nearside front of a hackney carriage and states:-

“A seat of an approved type may be provided in the nearside forward position of the vehicle, subject to the approval of Norwich City Council.”
6. Most current Norwich licensed hackney carriages will have seating for 5 or 6 passengers in the rear of the vehicle, consisting of space for 3 on the traditional back seat, supplemented by a further 2 or 3 rearward facing, fold down seats attached to the bulkhead between the passenger and driver compartments.
7. Additionally some will be fitted with a single seat in the nearside front compartment, which is available to passengers and authorised in accordance with para. 13(iii) of the hackney carriage specification as set out above, giving a maximum of 6 or 7 passenger seats available, depending on the rear seating layout.
8. Many of the modern van based hackney carriage conversions currently licensed in Norwich, such as the Peugeot E7 or Ford ProCab, also offer version with a double passenger seat in the nearside front area, which could give a total of 8 passenger seats.
9. Informal enquiries have been made to the Licensing office in the past regarding the suitability of the 8 seater versions, however upon inspection by the Licensing manager these have been deemed unsuitable for use as a hackney carriage due to the restricted amount of space available in the front compartment for 2 passengers.
10. Previously no formal applications have been made to permanently licence any hackney carriage with a double front passenger seat. However within the last year (exact date unknown) a temporary licence was issued for a vehicle with a double front passenger seat. This vehicle could have had a maximum passenger capacity of 8 if both front passenger seats were utilised, but the licence was only issued for 7 persons, so that only one customer could be seated in the front compartment. This

was due to an emergency replacement vehicle being supplied to a driver, from an insurance company, for a few days whilst his vehicle was being repaired, and was done to ensure that he could continue working.

11. The 'Norwich City Council Byelaws With Respect to Hackney Carriage Proprietors and Drivers' contains the following condition 11, which specifically restricts more than one passenger being conveyed in the front of a hackney carriage:-

- 11. (a) A proprietor or driver of a hackney carriage shall not convey or permit to be conveyed in such carriage, any greater number of persons than the number of persons specified on the plate affixed to the outside of the carriage, provided however that for this purpose two children below the age of ten years may be counted as one person insofar as the rear seating only is concerned.
- (b) The driver shall not allow there to be conveyed in the front of a hackney carriage vehicle:-
 - (i) any child below the age of ten years; or
 - (ii) more than one person above that age.

12. Although the above is really aimed at hackney carriages with only one front passenger seat, any licensed vehicle with 2 front passenger seats, that were both occupied, would fall foul of the requirement set out in 11(b)(ii) above unless the byelaws were altered.

The application

13. An application has now been received, made on the 4th February 2019, to permanently licence as a hackney carriage a Ford ProCab with an 8 passenger seat configuration, consisting of 6 seats in the rear and a double passenger seat in the front nearside position.

14. The vehicle was inspected for suitability to licence as a hackney carriage by the Licensing manager on the 6th February and it was the officers' opinion that the space available in the nearside front area was not sufficient to accommodate 2 passengers, only a maximum of 1. A copy of the relevant correspondence is attached at Appendix B.

15. At the request of the applicant this matter is now brought for further consideration by the Regulatory sub-committee.

16. As this type of vehicle has already been approved for use as a hackney carriage in Norwich in the 7 passenger seat configuration, consisting of 6 in the rear compartment and 1 in the front nearside, the sub-committee may consider the following options:-

- i) Grant a hackney carriage vehicle licence for a maximum of 8 passengers with the current 8 seat configuration. However this would require an undertaking that no enforcement action would be considered under byelaw 11(b)(ii) above, until the byelaws could be altered.
- ii) Grant a hackney carriage vehicle licence for a maximum of 7 passengers but retaining the current 8 seat configuration, requiring that the 2nd front passenger seat must not be used.

iii) Refuse to grant a licence until the current double front passenger seat can be removed and replaced with a single seat, or the current 2nd seat rendered unusable in some way.

17. Given the expense to the applicant of having this new vehicle sat idle whilst this matter is determined, and also that the version of the same vehicle fitted with only 1 front passenger seat has been previously considered acceptable, the applicant has been issued with a temporary licence for the vehicle, enabling it to be used for a maximum of 7 passengers in the interim period.
18. The applicant has been invited to attend the meeting and requested to bring the vehicle for assessment by the sub-committee.
19. If aggrieved by the decision of the council, the applicant may appeal to the Magistrates Court within 21 days.



NORWICH
City Council

SPECIFICATION

Relating to the

CONSTRUCTION AND LICENSING

Of

HACKNEY CARRIAGES IN NORWICH.

Adopted 24 November 2009

Part 1 – Conditions of Fitness

Part 2 – Directions

NOTES

- (i) the word approved in the Conditions of Fitness refers to approval by Norwich City Council

PART 1

CONDITIONS OF FITNESS

General Construction

1. (i) Every vehicle must comply in all respects with the requirements of The Motor Vehicle (Type Approval) Regulations 1980 and The Motor Vehicle (Type Approval) Regulations (Great Britain) 1984, and in use must comply with the Road Vehicles (Construction and Use) Regulations 1986 (C & U). These Regulations are amended from time to time and from 1st January 1993 cover the requirements for EC Whole Vehicle Type Approval (ECWVTA)
- (ii) Vehicles must be so constructed as to facilitate the carriage of disabled persons and must be capable of accommodating a disabled person in a wheelchair in the passenger compartment, provided the wheelchair fits within the dimensions specified in paragraph 12.
- (iii) No fittings, other than those approved, may be attached to or carried on the inside or outside of the vehicle.

Steering

2. (i) The steering wheel must be on the offside of the vehicle.
- (ii) The steering mechanism must comply with the requirements of C & U Regulation 29.

Turning Circle

3. (i) The vehicle must be capable of being turned on either lock so as to proceed in the opposite direction without reversing between two vertical parallel planes not more than 12.6 metres apart.
- (ii) The wheel turning circle, kerb to kerb, on either lock must not be less than 11.9 metres in diameter.

Tyres

4. (i) All tyres must comply with the requirement of C & U Regulation 24-27. Retread tyres must also comply with the British Standards Institution requirements BS.AU144C.
- (ii) All tyres must have an effective circumference of not less than the size marked on the taximeter and will undergo rolling circumference tests to determine their compatibility.

Brakes

5. All braking systems must comply with the requirement of C & U Regulation 15 – 18.

Interior Lighting

6. Adequate lighting must be provided for the driver and passengers. Separate lighting controls for both passenger and driver must be provided. In the case of the passenger compartment, an illuminated control switch must be fitted in an approved position. Lighting must also be provided at floor level to each passenger door and be actuated by the opening of the doors.

Electrical Equipment

7. An additional electrical installation to the original equipment must be adequately insulated and be protected by suitable fuses.

Fire Appliances

8. An appliance for extinguishing fire must be carried in such a position as to be readily available for use and such appliances must be independently certified that they are manufactured to meet the requirements of BS EN3 1996 and have a minimum fire rating of 5a and 34b. Any Norwich City Council approved appliance which meets BS 5423 1987 may continue to be carried until its expiry date has elapsed.

Fuel Systems

9. A device must be provided whereby the supply of fuel to the engine may be immediately cut off. Its situation, together with the means of operation and "OFF" position must be clearly marked on the outside of the vehicle. In the case of an engine powered by LPG or petrol the device must be visible and readily accessible at all times from outside the vehicle.

Exhaust Systems

10. All exhaust systems must comply with the requirements of C & U Regulation 54.

Body

11. The body must be of the fixed head type with a partially glazed partition separating the passenger from the driver.

The overall width of the vehicle exclusive of driving mirrors must not exceed 1.986 metres.

The overall length must not exceed 5.135 metres.

Wheelchair facilities

12. (1) Approved anchorages must be provided for the wheelchair and chairborn disabled person. These anchorages must be either chassis or floor linked and be capable of withstanding stresses to a dynamic deceleration test of 15g peak at 20 mph. Restraints for wheelchair and occupant must be independent of each other. Anchorages must also be provided for the safe storage of a wheelchair when not in use, whether folded or otherwise, if carried within the passenger compartment. All anchorages and restraints must be so designed that they do not cause any danger to other passengers.

(ii) The door and doorway must be so constructed as to permit an unrestricted opening across the doorway of at least 75 centimetres. The minimum angle of the door, when opened, must be 90 degrees.

(iii) The clear height of the doorway must not be less than 120 centimetres.

(iv) Grab handles must be placed at door entrances to assist the elderly and disabled.

(v) The top of the tread for any entrance must be at floor level of the passenger compartment and must not exceed 38 centimetres above ground level

when the vehicle is unladen. The outer edge of the floor at each entrance must be fitted with non-slip treads. Where the top tread for the entrance exceeds 38 centimetres then a moveable intermediate step must be provided. The intermediate step must be encased beneath the vehicle when not in use. The step must be covered with a suitable non-slip surface with the edges of the step highlighted in yellow.

(vi) The vertical distance between the highest part of the floor and the roof in the passenger compartment must not be less than 1.3 metres.

(vii) Where seats are placed facing each other there must be a minimum space of 42.5 centimetres between any part of the front of a seat and any part of any other seat which faces it provided adequate foot room is maintained at floor level. Where all seats are placed facing to the front of the vehicle there must be a clear space of at least 66 centimetres in front of every part of each seat squab.

(viii) A ramp or ramps for the loading of a wheelchair and occupant must be available at all times for use at the rear nearside passenger door. An adequate locating device must be fitted to ensure that the ramp/ramps do not slip or tilt when in use. Provision must be made for the ramps to be stowed safely when not in use.

Passenger capacity

13. (i) The occasional seats must be at least 40cm in width and the minimum distance from the back of the upholstery to the front edge of the seat must be 35.5cm.
- (ii) The occasional seats must be so arranged as to rise automatically when not in use. They must be symmetrically placed and at least 4 cm apart. When not in use, front seats must not obstruct doorways.
- (iii) A seat of an approved type may be provided in the nearside forward position of the vehicle, subject to the approval of Norwich City Council.
- (iv) The rear seat dimensions must be adequate to carry two or three adult passengers comfortably
- (v) Suitable means must be provided to assist persons to rise from the rear seats with particular attention to the needs of the disabled.

Driver's compartment

14. (i) The driver's compartment must be so designed that the driver has adequate room, can easily reach and quickly operate the controls and give hand signals on the offside of the vehicle.
- (ii) The controls must be so placed as to allow reasonable access to the driver's seat and, when centrally placed, must be properly protected from contact with luggage.
- (iii) A serviceable device for demisting the windscreen must be fitted.
- (iv) Every vehicle must be provided with an approved means of communication between the passenger and driver. When a sliding window is fitted on the glazed partition, the maximum width of the opening must not exceed 11.5 cm.

Windows

15. (I) Windows must be provided at the sides and rear.

- (ii) Passenger door windows must be capable of being opened easily by passengers when seated. The control for opening a door window must be clearly identified to prevent being mistaken for any other control.

Heating and Ventilation

16. An adequate heating and ventilation system must be provided for the driver and passengers and means provided for independent control by the drivers and passengers.

Door fittings

17. An approved type of automatic door locking device must be fitted to passenger doors. When the vehicle is stationary, the passenger doors must be capable of being readily opened from the inside and outside of the vehicle by one operation of the latch mechanism. The interior door handle must be clearly identified to prevent being mistaken for any other control

Fare table and number plate

18. A frame must be provided for the fare table and interior numberplate and fitted in an approved position. The words "The number of this cab is" are to be shown above the position of the plate.

Floor covering

19. The flooring of the passengers' compartment must be covered in non-slip material which can easily be cleaned.

Luggage

20. Provision must be made for the carrying of luggage.

Taximeter

21. A taximeter of an approved type must be fitted in an approved position.

"Taxi" signs

22. A "Taxi" sign of approved pattern, clearly visible both by day and night when the cab is available for hire, must be fitted.

Radio apparatus

23. (1) Where apparatus for the operation of a two-way radio system is fitted to a cab, no part of the apparatus may be fixed in the passengers' compartment or in the rear boot compartment if LPG tanks or equipment are situated therein.
- (2) Any other radio equipment, either in the passenger or driver compartment must be approved.

Maintenance

24. Vehicles, including all fittings, advertisements etc. must be well maintained, clean and in good working order. Vehicles will at all times be subject to test and inspection and should it be found that the vehicle is not being properly maintained or that any part or fitting is not in good working order, a notice will be served on the owner prohibiting him from using the vehicle until the defect has been remedied

PART 2

DIRECTIONS

25. (i) Suitable advertisements may be allowed on the exterior or interior of the cab subject to the approval of the Norwich City Council. [See paragraph 25 (vi) below]

(ii) Exterior Advertising

Advertising on the exterior of the cab can be either full livery i.e. use of the complete exterior body shell, except the boot lid, as the advertising medium; or the lower panels of the front and rear doors only; or on the bottom of the rear screen; on the upper most part of the front screen but no wider than 3"; or on the lower half of the rear quarter passenger compartment windows only.

(iii) Interior Advertising

Advertisements may only be displayed within the passenger compartment on the base of the occasional seats and on the bulkhead above the passenger/driver partition.

Occasional seat advertisements must be encapsulated in clear non-flammable plastic and bulkhead advertisements must be manufactured in an approved material. [see paragraph 25 (iv)].

No material may be placed on the passenger/driver partition other than notices which may be approved from time to time. [see paragraph 25 (vi)].

(iv) Advertisements must be of a form that does not become easily soiled or detached.

(v) All materials used in the manufacture of, and for the purposes of affixing, advertisements to the cab must be approved (see note (i) on page 1).

(vi) Applications for approval of advertisements must be made, in writing, to the Director of Support Services, Norwich City Council, City Hall, Norwich.

Badges/Emblems

26. (i) In addition to advertisements displayed in accordance with paragraph 25 above, the official badge or emblem of a motoring organisation which provides genuine round the clock emergency vehicle and recovery services may be affixed to the radiator grill. Only one such badge or emblem may be so displayed.

(ii) No advertisement, badge or emblem, including the stick on type, is to be exhibited, other than is provided for in the direction contained in this paragraph or paragraph 25.

Dear Morrison,

Further to your request for a second opinion, I will be happy to defer the final decision to the Regulatory Sub-committee.

The sub-committee sits once a month on the afternoon second Monday. With my current work schedule it is unlikely that the relevant reports will be written in order to present it to the next one on the 11th March, but I will attempt to arrange for it to be heard on the next one, on the 8th April.

It will be for the sub-committee to look at the points raised for/against the appropriateness of the vehicle, so I will not respond further to the below, save for one point.

Please accept my apologies if you felt that any reference to potential for future unlawful use was aimed at yourself or was in detriment to your character. The reference to any potential unlawful use was generalist in nature, bearing in mind that if a vehicle is accepted to be appropriate for use as a hackney carriage, then the assumption is that that vehicle specification would be available to all proprietors. Therefore any decision regarding the appropriateness for use will be based upon its future availability to all, not restricted to the person presenting it initially.

Kind regards,

Tony Shearman
Environmental protection, licensing and markets manager
Norwich City Council
01603 212278
anthonyshearman@norwich.gov.uk

Finalist in the Council of the Year category – LGC Awards 2016

From: Giles Morrison [REDACTED]
Sent: 11 February 2019 14:51
To: Shearman, Anthony
Cc: Akester, Adrian; simon.quilliatt@alliedvehicles.co.uk
Subject: Ford Pro Cab 8 Seater Hackney Carriage refusal

Dear Mr Shearman

Thank you for meeting with me last week and for your subsequent email. However, I do not feel that I have been treated fairly and would like to ask for a second opinion regarding the refusal to licence my 8 seater hackney carriage. I would like the following points to be looked at again:

In your email you state that *“The 2 passenger seats were found to be unacceptable in general terms, due to the size of the seats, available space for movement and placing of one of the passengers in very close proximity to the driver.”* You measured the seats as 39.5cm wide, however, Ford have confirmed that 40cm is the legal pitch requirement for all seats and they can confirm that the seats will meet this requirement.

You also mention that *“There is limited distance between the front of the passengers seat squab and the dashboard of the vehicle, giving little room for passengers to move their feet/legs.”* I have measured this as 25cm and compared this with a Norwich City Council licensed Hackney Peugeot E7 which only measures 17cm.

Another concern you mentioned was that *“ The console that houses the gear knob, between the passenger and driver, encroaching into the leg space for the passenger by approx 7.5cm, thus reducing the available space even further, meaning their legs are effectively trapped between the other passengers legs and the gear console.”* I have measured this and the distance between the seat squab and the gear knob housing unit reduces the available space to 13cm, compared to the E7 at 12cm.

I would also like to address the concern you raised regarding my demeanour. I am considered a fit and proper person, in order to hold a taxi licence, yet you state that when i asked if you would consider plating the taxi as a 7-seater, similar to the licensed 5-seater TXs which have 6 passenger seats you felt *“There could be a greater temptation for the seat to used, albeit it unlawfully”*

You also make reference to my character again when you require *“In these circumstances we would require the seat to be removed and the fixings welded over to make it **impossible** for the seat to be re-fitted”*

I have spoken to John Percs and Craig Dimpleby from Norwich Hackney Trade Association and have informed me that last year you plated an 8-seater Ford Pro Cab which was from a company named Voyager for a Norwich Hackney driver, Jamie Steward. Voyager have said that the driver was authorised to carry 8 passengers but that Norwich City Council only had 7 seater plates made up, and could therefore only issue a plate for 7 seats. However, it was MOT'd at Delmonte Garages with 8 passenger seats.

The vehicle, as I brought it to you, has been approved as a Hackney Carriage with 8 passenger seats by the following Councils:

Babergh
Brighton
Bristol
Canterbury
Bedfordshire
Chester
Chichester
Cheshire
Doncaster
East Lindsay
East Loathian
Ellesmere
Exeter
Fife
Gravesham
Great Yarmouth
Guildford

Hastings
Hertsmere
Hull
Huntingdon
Ipswich
Kettering
Knowsley
Leeds
Leicester
Lincoln
Newcastle under Lyme
Newport
Northampton
Nottingham
Plymouth
Poole
Portsmouth
Powys
Rockford
Rushmore
Salford
Slough
Solihull
South Hams
St Albans
Stratford upon Avon
Swansea
Taunton
Thurrock
Torafen
Trafford
Walsall
Warwick
Waverley
Wellingborough
West Somerset
Winchester
Wolverhampton
Worcester
Wyre

Could you please inform me what the next stage is in order for me to challenge the decision to refuse licensing my Hackney carriage?

I look forward to hearing from you

Kind regards

Giles Morrison

From: "Shearman, Anthony" <AnthonyShearman@norwich.gov.uk>
Date: 7 February 2019 at 12:56:09 GMT
To: 'Airport Taxi' <airporttaxiexpress81@gmail.com>
Cc: LICENSING <LICENSING@norwich.gov.uk>
Subject: RE: Ford Pro Cab 8 Seater Hackney Carriage

Giles,

Thank you for bringing the 8 seater Ford ProCab for assessment yesterday.

The vehicle was assessed for compliance with the hackney carriage specification adopted by the City Council (a copy of this document is attached for reference) with regard to the use of the vehicle as an 8 seater hackney carriage, with a double passenger seat in the front 'cab' area.

The six passenger seats in the rear of the vehicle were found to be acceptable in terms of operation, size, space and general comfort of the passengers. However the 2 passenger seats were found to be unacceptable in general terms, due to the size of the seats, available space for movement and placing of one of the passengers in very close proximity to the driver, creating an unacceptable invasion of personal space for both driver and passenger.

The hackney carriage specification (para. 13.iii) allows for a nearside front passenger seat to be provided in the vehicle, but requires that this must be approved by Norwich City Council. This would indicate that the provision of such a seat would not be the 'norm', and that any seat provided must be of a standard considered acceptable for use as a hackney carriage. The criteria that would be applied in this circumstance would be different from the criteria applied for general vehicle safety testing. It is accepted that the current vehicle seating layout will have met the relevant safety rating requirements, and although safety is a significant factor in deciding whether a vehicle is suitable for use as a hackney carriage, Norwich City Council will place significant weight on passenger comfort, particularly for hackney carriages, where the vehicle could be immediately hailed or hired at any time, and the vehicle must be capable of comfortably accommodating the number of passengers it is plated to carry, for the length of journey that the customer desires.

Although there is no specific set criteria for the dimensions of any front passenger seat fitted, some guidance can be taken from the specification for the occasional fold down seats provided in the rear of the vehicle. Para. 13(i and ii) of the HC specifications require these seats to be at least 40cm in width and at least 4cm apart, giving a total of at least 44cm, per passenger, possibly more for those using the outside seats where there may be a larger gap between the edge of the seat and the adjacent rear doors.

The front passenger seats provided in the vehicle inspected were 39.5cm wide with no gap between. This was measured at the seats widest point from the seam where the material of the top of the seat meets the material forming the side covering. In practical terms this meant that with 2 passengers sitting in the front seats, the one closest to the driver was forced to adopt a position leaning towards the driver and overhanging the armrest attached to the driver's seat, bringing that passenger to almost be touching the driver at all times, an effect that would be increased when

driving around left hand bends where the passenger would be forced even closer to the driver.

Additionally, there is limited distance between the front of the passenger seat squab and the dashboard of the vehicle, giving little room for passengers to move their feet/legs. This is less of a problem where a single front passenger seat is fitted, as the passenger has the ability to move their legs from side to side or open their legs wider to create more comfortable sitting position. This is not possible where there is a second front passenger, as there is insufficient room to move the legs without interfering with the adjacent passenger. This is compounded for the passenger closest to the driver due to the console that houses the gear knob, between the passenger and driver, encroaching into the leg space for the passenger by approx. 7.5cm, thus reducing the available space even further, meaning that their legs are effectively trapped between the other passengers legs and the gear console.

Taking into consideration the above, I do not feel that the vehicle, as presented, is suitable for licensing as a hackney carriage for the carrying of 8 persons. You raised a question as to whether the vehicle could be plated to carry 7 passengers, and just not use the passenger seat closest to the driver. I do not feel that this is acceptable as with the seat being in place there could be a greater temptation for the seat to be used, albeit it unlawfully. This is similar to the decisions made with regard to private hire vehicles, where the seating layout is not considered appropriate. In these circumstances we would require the seat to be removed and the fixings welded over to make it impossible for the seat to be re-fitted.

For the vehicle to be plated for use as a Norwich hackney carriage the front seat should be replaced with a single seat item of an acceptable size/design, which would then enable it to be plated for carrying of 7 passengers.

Kind regards,

Tony Shearman
Environmental protection, licensing and markets manager
Norwich City Council
01603 212278
anthonyshearman@norwich.gov.uk

Finalist in the Council of the Year category – LGC Awards 2016

From: Airport Taxi [<mailto:airporttaxiexpress81@gmail.com>]
Sent: 04 February 2019 13:25
To: Shearman, Anthony <AnthonyShearman@norwich.gov.uk>
Subject: Re: Ford Pro Cab 8 Seater Hackney Carriage

Dear Anthony

Please could I arrange with you a time for you to view and re-assess the new ford pro cab. I have now mot'd the taxi and paid for the plate online. I have just had a conversation with Maxene and she is unable to issue a plate until you have assessed it. I understand that I cannot use this as a Hackney taxi until a meeting with you so please consider this as a matter of urgency.

Please find attached the new reposition of the control panel and the upgraded two individual front seats which have replaced the bench seat.

I look forward to hearing from you.

Kind Regards
Giles Morrison.

> On 30 Oct 2018, at 09:50, Shearman, Anthony <AnthonyShearman@norwich.gov.uk> wrote:
>
> Dear Mr Morrison,
>
> Thank you for the below enquiry.
>
> I can confirm that one of the reasons that the old specification Pro Cab was refused as an 8 seater was due to the location of the control panel.
>
> If this has now been moved to an alternative location then this is an improvement. However, at the time of assessing the old model, concerns were also raised regarding the width of the 2 front passenger seats, and the general comfort of passengers were both seats occupied. Therefore unless this has changed significantly, it is unlikely that the new model would be acceptable as an 8 seater hackney carriage.
>
> If it has altered significantly then I would be happy to re-assess it.
>
> Kind regards,
>
> Tony Shearman
> Environmental protection, licensing and markets manager
> 01603 212278
> anthonyhearman@norwich.gov.uk

> -----Original Message-----
> From: Airport Taxi Express [<mailto:airporttaxiexpress@icloud.com>]
> Sent: 25 October 2018 15:33
> To: Shearman, Anthony <AnthonyShearman@norwich.gov.uk>
> Subject: Ford Pro Cab 8 Seater Hackney Carriage
>
> Dear Mr Shearman
>
> I have purchased a ford pro Cab hackney carriage from Cab direct which has 8 passenger seats. I understand that you refused the old specification due to the control panel being in the leg area. However, this is a new shape model and the control panel is now built in to the roof.
>
> I had a meeting with Maxine today and i asked her about plating this as an 8 seater Hackney Carriage and she suggested I speak to you.
>
> I look forward to hear from you.
>
> Kind Regards
> Giles Morrison.