

Supplementary Papers for Licensing Committee

Date: Thursday, 4 February 2021



5. Public Issues

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<https://democracy.bcpCouncil.gov.uk/ieListMeetings.aspx?CommitteeID=151&Info=1&bcr=1>

The deadline for the submission of a public question is 4 clear working days before the meeting.

The deadline for the submission of a public statement is midday the working day before the meeting.

The deadline for the submission of a petition is 10 working days before the meeting.

Published: 03 February 2021

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PUBLIC STATEMENT FROM MR CHRIS CULLETON, DIRECTOR UNITED TAXIS

I have 3 items I wish to bring up on Feb 4th's meeting:

1- I would urge the Licencing Committee to re think their stance on dash Cams. These cameras go a long way to safe guard not only the welfare of the driver but also members of the public. Dash Cams in the past have managed to protect drivers from theft and physical violence (which they endure regularly) and have also helped to protect passengers also. It helps with any subsequent police involvement as well. Dash Cams are relatively inexpensive and a lot more affordable than the CCTV that the council recommends as no one will take this type of CCTV on due to the huge cost incurred, especially after a year with no income. If it's data protection you are concerned about then bring in some rules on dash cam footage but please do not just dismiss their use.

2- De regulation? Surely if you have two boroughs regulated and one de regulated it makes sense to regulate all three? Especially after looking at the results of the un met demand survey.

3- There must be provision for MOT testing centres in all 3 boroughs to have just one in Bournemouth will make it so much harder to book a time slot for MOT's surely it again makes sense to have an MOT centre or centres in each borough.

Many thanks
Chris Culleton
Director United Taxi's

Chair, councillors, ladies, and gentlemen.

Thank you for this opportunity to talk to you today, I hope that you have all read my letter, I was disappointed not to receive any responses to my questions, however I have always prided myself that I have sought pragmatic solutions to situations and helped the licensing authority to implement changes in a way that were acceptable to both the council and the taxi trade. We assume that the committee is trying to improve our service but has not made clear how this will be achieved by the proposed changes.

At the meeting when deregulation was suggested along with issuing 15 extra w/h vehicle licences in Poole and Bournemouth. The only issues raised were firstly one lady having a problem ordering a wheelchair vehicle, and secondly profiteering from trading in licences. At no point in this meeting were we able to respond to these comments and explain those situations. Both proposals were accepted with little discussion and this was all done in under 3 minutes.

With regard to booking wheelchair taxis the time of day is crucial - Taxi companies are very busy at school travelling time and almost all of the W/C cars have contracts. Creating more W/C taxis who sit on the rank will not solve this problem because they are mostly independent and don't take bookings. The vast majority of W/C journeys are done by private hire vehicles not taxis.

The idea that fortunes are made dealing in taxi licences is a mistake, the huge figures mentioned normally included the actual vehicle as well, and membership of the taxi company. Last week on the radio we heard a woman celebrating having won £21,000 you can imagine the emotions of the 200 or so taxi drivers who will lose a similar amount because of a council decision. Purchasing a licence is normal and, although like share prices rise and fall the licence value normally forms a part of the driver's pension arrangements.

When I bought my Taxi licence, I was surprised when the licensing officer shook my hand and welcomed me as a taxi driver as I had been a private hire driver for two years. He explained that having made a financial commitment to the taxi trade I was more likely to provide a better service to my customers.

Why do we have regulation? The answer is to control the number of vehicles that can use the taxi ranks to reduce congestion and emissions and maintain standards. The BCP area is the 6th most congested town in the country this proposal could make the situation worse by increasing the number of vehicles on the roads.

The results of deregulation can be seen in Christchurch. This zone has far too many taxis for its needs and most of them work as private hire vehicles in Bournemouth and Poole.

Taxis are able to work from ranks. If more cars are taxis, the result would lead to much poorer service levels outside of the town centres honeypots, leaving passengers in suburbs to wait longer, for pickups, **and** massive congestion on the ranks in towns.

The Taxis are expected to drive to another rank if one is full but with the number of rank spaces we have lost and the extra cars with licences they will be forced to drive around causing even more air pollution.

The 15 extra W/C plates, if taken up, will be done so by existing PH driver who will probably leave the company they work with because they cannot afford to buy a w/c car and pay the company subscription, which covers the cost of the telephone operators, booking system etc. They will find it extremely hard without the facility to take bookings. They will operate wholly off of the ranks where very few w/c journeys originate. Many passengers will often choose to get in a saloon car behind them on the rank rather than a large van type vehicle. This could lead to a reduction of these cars.

We all recognise that improvements have to be made, the current guidance on best practice, which was originally written when Tony Blair was Prime minister is outdated. Deregulation has been tried in a number of Councils such as Guildford, and Milton Keynes of which, these two have now reverted to regulation because of the disruption it caused with too many cars in the city and town centres.

This decision will impact on the travelling public and on the livelihoods of the many taxi drivers and private hire companies in the BCP area.

We are horrified at the proposals and frankly scared at the effect that it will have on our taxi service in the BCP region. The only opportunity we have had to discuss a solution was to take part in the consultation. This has unfortunately been curtailed due to the Covid situation and there has not been an opportunity for the taxi trade to discuss the issues and proposals in detail with the licencing committee as we would normally do. We need to be able to respond to and ask questions of each other in order to avoid potential problems from this proposal as it stands.

In this exceedingly difficult time, with the taxi trade on its knees due to the reduction in travel, we need to take the time to properly discuss and plan the way forward together. We have been successfully running taxi services in Bournemouth and Poole and have had praise for the excellent service we provide. We share your aims of further improvement, but the situation caused by this Covid crisis has not allowed the normal across the table discussions and has led to an unhealthy adversarial situation. It does not need to be like that.

Taxis will be needed when things get back to normal and we need nurturing not penalising. In other councils' taxi companies have been given grants or free relicensing for their taxis drivers to ensure that they can weather the crisis, BCP has reduced the amount they are paying taxis on unused school contracts to 50% This apparently is not happening in other council areas, including Dorset.

The taxi trade would like to suggest that the policy being discussed is passed with a delay on section 16 allowing vital in-depth evidence-based discussions on this section between all parties.

If you have any questions or comments I would be happy to respond through the chat box during this meeting or by email or phone afterwards.

PUBLIC STATEMENT FROM MR DAVID LANE, POOLE TAXI ASSOCIATION

Madam Chair and Councillors,

Thank you for this opportunity to make representation to you concerning the proposed new policies for the regulation of our trade.

I would like to comment on two areas, namely the unmet needs survey / de-regulation and the age of vehicles.

Firstly, the results of the unmet needs survey, conducted on behalf of BCP Council by LVSA during February last year, concluded that there was no evidence of any unmet demand and recommended 'that there is no need to increase the number of Hackney Carriages at the present time to meet the needs of the general public'. It went on to state that 'If a limit to the number of Hackney Carriages in Christchurch were to be considered, such a limit could be justified on the basis of no significant unmet demand in Christchurch'. This report has not been discussed with representatives of our trade but the options available to the committee were included in the proposed Vehicle Policy at para 16 without any recommendation. In view of this you agreed, at your last meeting, to ignore the report's recommendations and introduce radical changes to the make-up of the Hackney Carriage fleets in Bournemouth, Christchurch and Poole.

In our view this decision, made without the benefit of any consultation, will have many unintended consequences for most users and providers of taxi services throughout the BCP area. In view of this we request you to reconsider the decision you made at your last meeting and remove the paragraph from the policy and replace it with a commitment to enter meaningful, and preferably face to face, consultation with all interested parties. It is also fair to say that such a decision would enable the consultation to take place when the effects of the pandemic on the fleet are clear.`

We notice that the working party met on 14 January to consider the replies to the consultation and are disappointed to see that the move to a Hackney Carriage fleet of unlimited size and eventually comprising only Wheelchair Accessible Vehicles is still included in the vehicle policy. We are still hopeful that you will today agree to our request to remove this from the policy and discuss it separately.

Nonetheless we would like to point out that should you agree to adopt it as currently proposed that customers would eventually be forced to travel in a WAV whenever they wish to use a taxi. Many individuals find it difficult to do so due to the height of the vehicle and many others for differing reasons do not wish to travel in 'van type vehicles'. A fleet of mixed vehicle types enables the differing demands of individual customers to be met. . It is also clear that the vast majority of requests for WAVs are made in advance and fulfilled by PHV Operators so there is need for a total WAV taxi fleet.

We do not believe there is any evidence to support the proposed issue of 15 new vehicle licences in both Bournemouth and Poole for each of the next 5 years and are of the view that the only result would simply be over provision.

The deregulation of taxi numbers also causes problems with over demand for rank spaces, resulting in the drivers seeking work as PHVs away from their Zone. Such behaviour has resulted in many authorities re regulating their fleet.

Although we would obviously prefer the status quo to be maintained we believe that there are ways that could be explored and incorporated within the change, should you decide to continue with deregulation, to avoid introducing these difficulties. It is to enable these to be pursued that we again suggest the removal of this paragraph from the policy documents and replace it with a commitment to enter into consultation once the situation allows. In any event we would implore you to, in the absence of any other support given to our trade by BCP Council (unlike many other authorities as publicised in PHTM) to at least postpone the release of any additional vehicle licences for a minimum of 12 months.

To sum up it is our view that the best way to ensure that the needs of customers are met is to have a fleet regulated in terms of size and mix as this is the best way to ensure the viability of each vehicle. Any increase in vehicle numbers dilutes the profits available to each owner, and subsequently a reduction of standards, which is surely what we all wish to avoid.

With regard to the age of licensed vehicles I must say that there are a number of contradictory statements throughout the vehicle policy. This seems to be due 1) to an attempt to be fair to the industry, over the introduction of a new livery for Hackney Carriages, (no need to conform until vehicle changed BUT required by 31/12/2024) and 2) to requiring all vehicles to conform to Euro 6 standards by 31/12/2023 even though this is less than 10 years since this standard became compulsory in September 2015. A date of 31/8/2025 for all vehicles to be Euro 6 compliant would seem to be equitable.

In view of these inconsistencies, and the recent government announcement concerning diesel and petrol vehicles post 2030, we would suggest combining an absolute age of 15 years from the date of first registration with a clear requirement for all vehicles to conform with latest emission standards (Euro6, Hybrid or full EV etc.) within 10 years of them being required by law.

Such a clear policy would enable all vehicle owners to make informed decisions, now and for years into the future, concerning the replacement of their vehicles. It would also mean that the Council would be one of the first to establish such a green policy for its licenced vehicle fleet.

Thank you once again for receiving this address.

PUBLIC STATEMENT FROM MR PAUL SONDEIM, TREASURER BOURNEMOUTH STATION TAXI ASSOCIATION (BSTA)

Good Afternoon,

my name is Paul Sondheim, and I thank you for letting me speak to you on behalf of the Bournemouth Hackney trade which counts to date 249 Hackney cabs.

It has come to my knowledge that a taxi workshop meeting that was held on the 14th January 2021, where five Licensing Councillors (including the Chairman, Nananka Randle and legal officer Linda Cole both attended).

I noticed from the minutes of this meeting that something had been added by Licensing to the original proposals (page 12 /no17 Hackney Carriage Livery). Namely, that vehicle door insignias will clearly state the zone of each vehicle and MORE IMPORTANTLY can be easily be replaced when zones are removed at the next review of this policy in 2025. This statement regarding the removal of zones in 2025 is not in the original proposals. To me it sounds like you've already made up your minds to go ahead and ignore the consequences to the Hackney driver, their businesses which the HMRC class as a business like any other, and most importantly to provide for their families and dependents.

On page 3 of this policy under the heading Introduction as stated :- The Licensing Committee and officers are committed to ensuring the highest standards in order to protect the Public safety when administrating this policy.

With reference to the administration of this policy to protect the public safety, we have stated in our petition (which you should have all seen) with facts why this is not the case with all 3 boroughs being the same colour of white especially with information from recognised motoring organisations and insurance companies that white and silver are the worst visual colours for safety.

Page 4 of the Policy 6.2 (1st line) any significant amendment is one that:

Is likely to have a financial affect on every single License Holder. This means to the trade that they will not be able to manage the upkeep of their vehicles to the correct standard and causing financial hardship generally.

I understand that the formation of a new Council is not an everyday occurrence and wanting to put a new identity on the new Boroughs is at the forefront of the Council's mind. But these proposals have not been thought through and without care to the Taxi trade almost verging on showboating so people can have their names placed in gold letters on a board saying this is what we did for BCP.

15 wheelchair accessible licensed vehicles (WAV) issued per year in Bournemouth and Poole with no restrictions in Christchurch. So that means anyone can buy a vehicle that have met the BCP requirements and start work or create no work through the same amount of public using even more cabs. Recently it has been stated that Bournemouth is the 6th worst in the whole country for congestion and in the South is only second to Brighton. This proposal can only make the situation worse for Bournemouth town.

So why waste £24.000 on a survey in January 2020, that said that there was no unmet demand across the 3 boroughs. Ignore the £24,000 survey and then no.26, chapter 16:- Advice from Council – that a Council can remove limits previously imposed at any time and no evidence is

needed of unmet demand. And the statement of the Council I quote:- this will give applicants of BCP licenses a level playing field. PLEASE TELL ME HOW ?????

We have all invested time, money and some of us have gone that extra mile to try and safeguard our trade and to give the public the greatest of services.

To finalise I would like to know why Bournemouth Licensing are going ahead with these policies when the Country is heading into the worst financial recession since World War 2. That is after the Government have got the Covid 19 virus under control. Don't you think these policies are insensitive in normal times, let alone with what the nation is going through and heading towards.

Taxi and Private Hire Policies:
Petition on behalf of members of the trade in the BCP Council area
Petition Originator - Mr David Lane

Petition (two part) submitted by David Lane, 29 November 2020

- a. This petition relates to paragraph 16 of the proposed policy for Hackney Carriage and Private Hire Vehicles Licensed by BCP Council.

We, the undersigned, request that paragraph 16 is removed from the policy and that the recommendations of the Unmet Needs Survey (to which it relates) are dealt with by consultation with representatives of our trade. The reasons for this request are: -

- 1). No consultation has taken place on this item between the committee and representatives of the taxi trade.
- 2). To enable the rest of the policy to be adopted without delay
- 3). The trade has been severely affected by Covid-19, and will need time to recover.

- b. The Licensing Committee
BCP Council

On Behalf of the Poole Zone Taxi and Private Hire owners and drivers We would like to propose that Item 16 be removed from the Hackney and Private Hire Vehicle Policy. The reasons that we make this request are:-

- 1) That this subject matter has not been the subject of consultation with our representatives.
- 2) The proposals are likely to cause unnecessary friction with the trade and have unintended detrimental consequences to the services that we provide.
- 3) This section will not form part of the future Taxi and Private Hire Rule book.
- 4) It would seem appropriate that a change of this magnitude deserves to have formal discussion with representatives of the people that it mostly impacts and therefore request that face to face meetings be arranged at the earliest opportunity.

PETITION

The Licensing Committee

BCP Council

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Name Signature	Address	Postcode	Res Work	Badge No.
Graham McMaster [REDACTED]	[REDACTED]	[REDACTED]	R+W	[REDACTED]
SANJAY SAXENA [REDACTED]			Res. Work	
ZADRAN [REDACTED]			BH15 R+W	
Fahad Khoshnaw [REDACTED]			H169 R+W	
STEVEN WIDDICOMBE [REDACTED]			R+W	
M. A. HOGUE. [REDACTED]			R+W	
SYED KALAM			R+W	
TERRY BOYLE [REDACTED]			Work	
ERIC MARSDEN [REDACTED]			R+W	

PETITION

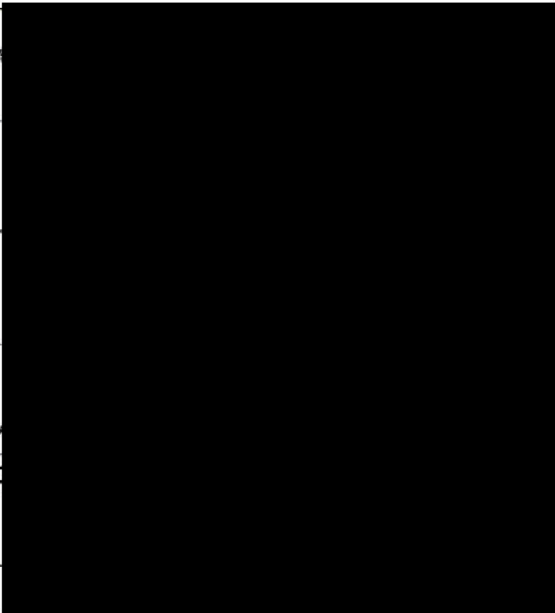

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Name Signature	Address	Postcode	Res Work	Badge No.
GARY WHITE			work	
MIKE TILLY			work	
RABIR TALUKDER			work	
KEVIN DUFFY			Res work	
Elizabeth Lane			Res work	

Petition to BCP Licensing Committee re Unmet Needs Survey

The Licensing Committee

BCP Council

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NAME	SIGNATURE	PLATE No	D/Lic No
KEVIN DUFFET			
GARY WHITT			
DAVID POOLSON			
Rabiah			
KALOYAN DENEV			
MIKE TILLEY			
R.TALURDER			

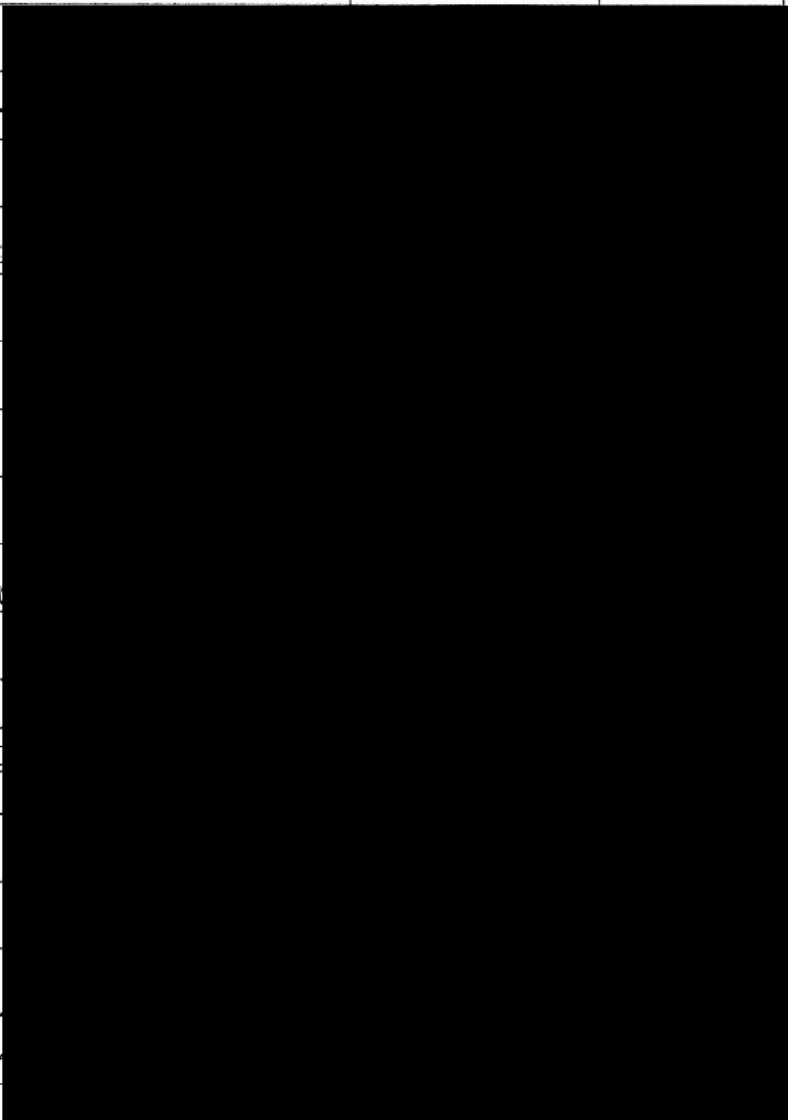
NAME	SIGNATURE	PLATE No	D/Lic No
Suleyman ozcelik			
DEV GUNPUTH			
Mouhid ABDELRAHMAN			
SHERIF IBRAHIM			

The Licensing Committee

BCP Council

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NAME	SIGNATURE	PLATE No	D/Lic No
Saleem Nour			
MOHAMMED - Hogue			
R. MEAH			
S. COBBIN			
PAUL OWEN			
Ali Omayi			
Hemin Hamad			
HUMAYUN RASHID			
LUTHFOR. RAHMAN			
ILM ZADRAN			
ADRIAN POWELL			
TREV LEWIS			
D HAYFIELD			
M. MORRIS			
C.R. GODDARD			
Jayme Fitch			

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NAME	SIGNATURE	PLATE No	D/Lic No
Nichelle Morris			
Jayme Filho			
JALAL ZADRAN			
Jayce Lawrence			
MA BOYLE			
G. W. W. W.			
C. GODDARD			
Fahad Khoshnood			
D. HAYFIELD			
S. WIDCOMBE			
LAL M ZADRAN			
KHYA M ZADRA			
ASMA ZADRAN			
MD. SUHEL			
PAWEŁ RYCHLIK			
STUART STODOL			

Name Signature	Address	Postcode	Res Work	Badge No.
MICHELLE MORRIS [REDACTED]	[REDACTED]			
CALVIN JADE [REDACTED]				
COLIN R GODDARD [REDACTED]				
GARY MONK [REDACTED]				
TREV LEWIS [REDACTED]				
[REDACTED] Saleem Noor				
[REDACTED]				
MAKHDOUK BELAID [REDACTED]				
PAUL REEVES [REDACTED]				
[REDACTED]				
DAVID LANE [REDACTED]				

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Taxi and Private Hire Policies:

Petition and Follow Up Petition on behalf of members of the trade in the BCP Council area

Petition Originator - Mr Paul Sondheim

From: Chris

Sent: Wednesday, October 28, 2020 1:49:37 PM

To: judes.butte@bcpcouncil.gov.uk <judes.butte@bcpcouncil.gov.uk>;
julie.bagwell@bcpcouncil.gov.uk <julie.bagwell@bcpcouncil.gov.uk>;
george.farquhar@bcpcouncil.gov.uk <george.farquhar@bcpcouncil.gov.uk>;
sarah.anderson@bcpcouncil.gov.uk <sarah.anderson@bcpcouncil.gov.uk>;
richard.burton@bcpcouncil.gov.uk <richard.burton@bcpcouncil.gov.uk>;
norman.decent@bcpcouncil.gov.uk <norman.decent@bcpcouncil.gov.uk>;
bryan.dion@bcpcouncil.gov.uk <bryan.dion@bcpcouncil.gov.uk>; bobbie.dove@bcpcouncil.gov.uk
<bobbie.dove@bcpcouncil.gov.uk>; beverly.dunlop@bcpcouncil.gov.uk
<beverly.dunlop@bcpcouncil.gov.uk>; duanne.farr@bcpcouncil.gov.uk
<duanne.farr@bcpcouncil.gov.uk>; toby.johnson@bcpcouncil.gov.uk
<toby.johnson@bcpcouncil.gov.uk>; david.kelsey@bcpcouncil.gov.uk
<david.kelsey@bcpcouncil.gov.uk>; davin.brown@bcpcouncil.gov.uk
<davin.brown@bcpcouncil.gov.uk>; andy.hadley@bcpcouncil.gov.uk
<andy.hadley@bcpcouncil.gov.uk>

Cc: nananka.randle@bcpcouncil.gov.uk

Subject: Hackney carriage vehicle policy response from the trade

This response has been sent to all councillors and officers dealing with the Licensing Board meeting 10th December 2020

Hackney Carriage and Private Hire Vehicle Policy Response from the Trade

The following is a response from the trade having considered the current proposals to change the vehicle conditions for Taxis and Private Hire vehicles in the Bournemouth, Christchurch and Poole area BCP.

The trade fully understands that following the recent formation of one unitary authority responsible for the three towns there now needs to be some alignment and cost savings. The trade also understands the need to comply with the requirements of Euro 6 emission standards.

This response is ever mindful of the overriding need to protect the public and this is at forefront of our suggestions to the licensing board.

However, we would like you to firstly reflect on the state of the trade prior to the Covid-19 pandemic.

The trade and in particular the night trade had already seen a dramatic down turn due to members of Facebook lifts groups operating at will throughout the conurbation, but also out of town Uber cars also working unchallenged mainly in Bournemouth.

The Facebook lifts problem was highlighted on a BBC documentary programme and the then Chairman of licensing Andrew Morgan promised to address the problem as a matter of urgency. Sadly this has not been dealt with and hundreds of our residents and visitors the very people this proposal seeks to protect are travelling uninsured and by unlicensed drivers in vehicles that are not checked as safe and suitable for transporting the public.

Similarly Uber drivers from other towns descend every day especially at night mainly they are from licensed vehicles from New Forest, Fareham, Gosport and Eastleigh and work the BCP area unchallenged. In other towns particularly Liverpool where they have employed a police officer to act as enforcement officer approaching these drivers and if they do not have an appropriate booking they are made to leave the area.

In short there is mayhem happening under our noses and unchallenged and it appears to the trade that rules and conditions are vigorously enforced on vehicles licensed in the BCP area, but there is precious little protection from being robbed blind by out of town vehicles. How are the trade supposed to keep their vehicles in tip top order when the money even before Covid-19 was extremely tight?

Moving onto the current proposals it is being proposed that all Hackney vehicles should be white in colour. This flies in the face of the main aim of protecting the public. The Bournemouth council some 35 plus years ago took the step of insisting all Hackneys are sprayed Jamaica yellow they did this ironically against a counter proposal from a local Taxi company that proposed white cars. There were several reasons that they did this but without doubt the number one concern at the time was the protection of the public. The council then wanted the public to be in no doubt that they were actually getting into a licensed vehicle and the tracing of that vehicle could be as easy as possible if there was ever an incident of concern. The benefit of this was highlighted when the police were investigating the murder of Sandra Court her friends reported to the police that Sandra was last seen getting into a yellow vehicle. The police quickly tracked down the relevant Taxi and interviewed the driver who was quickly eliminated from their enquiries allowing the police to get on with the search for her murderer. Sadly the murder sadly still remains unresolved. We now have more unlicensed vehicles than ever floating around our town, is it really protecting the public to take away this ease of identification.

Almost all vehicle models are produced with white being a colour option thus making it quite easy for unscrupulous and unlicensed drivers to obtain a vehicle that when located near pub and club hotspots at night to appear to be a licensed Taxi this is made even easier now as the new BCP logo on the sides of all Hackney vehicles is now much more easier to reproduce. The consequences of this policy of negligence is obvious and the trade respectfully ask you to consider this with grave concern. Currently there are no vehicle models that can be bought in Jamaica Yellow and very few in any other shade of yellow, and whilst spraying vehicles has an obvious cost to the trade it something we are prepared and proud to bear in order to protect the public.

There are other obvious reasons for the choice of yellow firstly it is recognized throughout many cities across the world most noteworthy being New York.

Another obvious reason for yellow is safety in a report commissioned by the compare the market website, yellow and strangely orange were the most visible and involved in the least accidents pro rata to the colour distribution. The worst colours for accidents were white and silver. There are reasons that emergency and AA vehicles are yellow.

If all towns are made to have white vehicles it will be inevitable that some drivers will be tempted to pick up off the street when driving through a neighbouring town this policy encourages unlicensed and therefore uninsured journeys.

Finally on the changing of colour yellow is in line with the main bus company and the public see this as the local colour of public and safe transport. Recently West Suffolk licensing authority agreed to cancel plans for a fleet colour change following consultation with the trade on the grounds of safety the trade implores you to follow suit and reject this proposal.

Moving onto to the proposal to de-restrict the number of licensed hackney vehicles. This would have a devastating effect on the trade. The Hackney license is a business on wheels and is recognised as such by HMRC the value of this business would be extinguished.

The trade asks one simple question why?

A survey as recent as January 2020 costing an estimated £24,000 came to the conclusion that there was no unmet demand for Taxis in any of the three towns. Since then we have had the Covid-19 pandemic which has decimated the trade with daytime Hackney work down by a further 50 % on an already depleted market and with the night time work virtually disappeared.

Currently Hackney vehicle levels are as follows:

Bournemouth 250,Poole 89 both restricted Christchurch unrestricted 150

These figures clearly show that de-restriction does not work. Anyone with a basic understanding of local business levels can see that Christchurch has far too many Taxis for the needs of the town and this is why so many of them are seen in the centre of Bournemouth. Please remember every time there is an illegal pick up in Bournemouth by any out of town vehicle it's a member of the public that is being conveyed whilst not being properly insured. The aims of the proposal is to protect the general public.

The de-regulation would also lead to the majority of the vehicles congregating into Bournemouth the busiest of the towns leading to congestion and excess emissions. There are not enough ranks to accommodate the current fleets in each town this is especially apparent in Bournemouth. De- regulating vehicle numbers would lead to mayhem .

There is a proposal to add 15 extra Hackney vehicles in Bournemouth and Poole but not Christchurch on the proviso that they are WAVs. In light of the survey showing no unmet demand as recently as January it does beg the question where does this figure come from? The three towns are of different sizes and have different needs but the same figure appears to have been plucked out of this air. Also in a policy designed to bring the towns in line why is Christchurch being treated differently?

Current WAV drivers would like to bring to your attention that it is virtually unheard of for a wheelchair bound customer to take a Taxi off the rank or to hail one in the street. However, It is a regular occurrence for elderly or infirm customers to approach a WAV and explain that they can't get in a WAV and sorry do you mind if I take the next Taxi.

By way of information at the time of the last survey 49 of the 250 Bournemouth Hackney Carriages were WAV and there were only 14 Bournemouth WAV Private Hire vehicles.

In short the policy of 15 extra WAV's across BCP every year is the equivalent of taking a sledge hammer and failing to crack a nut.

The proposal also addresses the need for all vehicles to meet the Euro 6 emission standards this something that the trade accepts is a reasonable response to the need to reduce emissions in an ever more congested conurbation.

We would however, ask you to give due consideration to delaying the introduction of this policy for 6 years. The reason for this urgent request is the finances of the Taxi drivers at present. As outlined earlier we are going through the most financially traumatic time ever known not only to the trade but to the economy in general. The estimated tsunami of job losses and inevitable ensuing recession which leading financial experts have estimated will last at least 5 years, is already causing great hardship to many drivers and some are using foodbanks to survive. To meet the requirements of Euro 6 would involve purchasing a vehicle with a value in the region of £20,000 and would involve a bank loan. The banks would require proof of earnings over the past couple of years and in the light of Facebook lifts , out of town Uber and the Covid-19 situation the earnings record would not sufficient for the loan to be granted.

This proposal involves Taxi drivers having to spend thousand of pounds at a time of crisis and the policy of any vehicle replacements having to meet the new criteria as soon as 2021 would leave to drivers being unable to continue in the trade if a vehicle was involved in an accident or had come to the end of it's life. Again we urgently request a delay to the introduction of this policy.later

The current proposal would mean that any vehicle that is over 10 years old (15 for WAV's) would have to be replaced on the annual license renewal. This is despite the fact the vehicle is subject to a vigorous annual vehicle inspection by the council another VOSA Mot six months later and also being readily available for police and council spot checks. Is this really fair and appropriate in the current economical climate?

The timing of these proposals are at best insensitive and quite frankly verging on being cruel in light of the current climate. The trade unanimously implore you to reject the aforementioned policies in order to protect the safety of the public and to save the livelihoods of the drivers.

We therefore suggest that these proposals are delayed for 6 years this will give us all a chance to hopefully recover from the Covid-19 situation deal with the Facebook lifts and out of town Uber problems, but also the trade feels that vehicle technology regarding electric vehicles will have progressed and a better solution could be at hand to deal with emissions.

In closing the trade urges the board to let them know the outcome of this meeting as soon as possible the potential ramifications are so frightening they need to make plans as a matter of urgency to protect their families and their livelihoods.

Also attached are signature sheets from PRC and represent hackneys and private hire.

Kind Regards,



Peter Vass
United Taxis Ltd

Name	Hackney Driver Number	Plate No	Plate Holder	Signature
Parviz Zehdi			Yasir	
KARDO Abbas				
NARCISSE FETSE				
BILL SICKLES				
SALAM ALI				
SALAM AHMAD				
HAFFIZAH ALI				
MARIE BROWN				
DAVID BROWN				
MARIE BROWN				
MARIE BROWN				
MARIE BROWN				
AZIZ ELAKHOLY				
HASSAN MANSUR				
DEAN HIGGINS				
JONATHAN POTTER				
ROCCO SAVERIO RUSSO				
STEPHAN HANSEN				
AM HANSEN				
PETER GAGAN				
ANDREW CROFT				
HADI BEN HAMZA				
LUKE ROYCE				
DEEKE L. GAGAN				
ETTORE GULISANO				
A. GAGAN				
E. PERRY				
SUE ARNELL				
SUE ARNELL				
JOHN ARNELL				
JOHN ARNELL				
JOHN ARNELL				

Name	Hackney Driver Number	Plate No	Plate Holder Yes/No	Signature
P. WOODLOCK				
P. SUTTON				
M. A. ABBOTT				
ROBERT PARKINSON				
S. DIXON				
KAROL HODGKINS				
B. R. DENHAM				
W. S. SLOTT				
TERRY DEAR				

[illegible]

Name	Hackney Driver Number	Plate No	Plate Holder (Yes/No)	Signature
OMAR OUKIL				
KUTH PIRAPPA				
DANIEL TAILIB				
M. DICKER				
ALIMAH ADIMI				
HEIDAL EGBALI				
GR LUKAS				
HABIB ASLAN				
Fayez Mohammed				

Name	Hackney Driver Number	Plate No	Plate Holder Yes/No	Signature
Alma Williams				

Name	Hackney Driver Number	Plate No	Plate Holder Yes/No	Signature
C. CAPON				
Zakaria Tattah				
S. REZA				
SAMIR Ameen				
C. JONGHIN SEN				
Mohammed Otmankhi				
SABAN KAMAR				

[illegible]

PRC

CP

Name	Hackney Driver Number	Plate No	Plate Holder Yes/No	Signature
S. M. ELMES				
FERENC KOVACS				
Farid Boroomandfar				
Mahmoud Seyrawi				
Farid Boroomandfar				
AMAR ALKAYATT.				
CHASH LIDDIN				
PETER LEWIS				
LIES OATIS				
N. BENTOLAJA				
L.M. GRAMON				
B. Mustafa				
SAM MEDLIN				
IONUT DRAGOS VISAN				
SAMI HASSAN				
L-SAN				
ORCUN KARADUMAN				
KEPKI BELOJIAN				
CSABA FERENCZ				
GOGU RC				
AHAD MIAH				
Raymond Nyakagaba				
Juliana HALISAH				
Cofor Kuntaplu				
JAMES AUGUSTINE				
SOFIENE DJOYD:				
L. CHAN				
W. W.				
SALMAN YILDIRIM				
JAYA RAM DAHAL				
Yusuf Hecibayda				
Tim SPARKS				
Rana Narkhute				
SEZGEM AHMEDOV				
ISMAIL RASOL				
Feras Jazieh				
fokyu				
STEFAN GRAMON				
Marian Maratu				
Xavier Joseph				
KALIJAN DENEV				

CHURCH

Name	Hackney Driver Number	Plate No	Plate Holder Yes/No	Signature
James J. Brown				
Robert J. Brown				
Michael J. King				
John J. King				
John J. King				

Name	Harbney Driver Number	Plate No	Plate Holder Yes/No	Signature
Blaine Brown				

Name	Machine Driver Number	Plate No	Plate Holder Yes/No	Signature
DEAN WILLIAMS				
STUART STEWART				
SAMIRAN SAKHIA				
DANIEL JONES				
R. H. H. H. H.				
JAMES H. H.				
JAMES C. C.				
S. H. H. H.				

Name	Hackney Driver Number	Plate No	Plate Holder Yes/No	Signature
DAVID WILLIAMS				
PAUL STEPHENSON				
JOHN SPARROW				
PAUL BAKER				
JOHN SMITH				
JOHN SMITH				

From: Chris <

Sent: 03 November 2020 13:26

To: judes.butte@bcpcouncil.gov.uk; Councillor Julie Bagwell <Julie.Bagwell@bcpcouncil.gov.uk>; Councillor George Farquhar <George.Farquhar@bcpcouncil.gov.uk>; Councillor Sarah Anderson <Sarah.Anderson@bcpcouncil.gov.uk>; Councillor Richard Burton <Richard.Burton@bcpcouncil.gov.uk>; Councillor Norman Decent <norman.decent@bcpcouncil.gov.uk>; Councillor Bryan Dion <Bryan.Dion@bcpcouncil.gov.uk>; Councillor Bobbie Dove <bobbie.dove@bcpcouncil.gov.uk>; beverly.dunlop@bcpcouncil.gov.uk; duanne.farr@bcpcouncil.gov.uk; Councillor Toby Johnson <Toby.Johnson@bcpcouncil.gov.uk>; Councillor David Kelsey <david.kelsey@bcpcouncil.gov.uk>; davin.brown@bcpcouncil.gov.uk; Councillor Andy Hadley <Andy.Hadley@bcpcouncil.gov.uk>; Councillor David Flagg <David.Flagg@bcpcouncil.gov.uk>; Jill Holyoake <jill.holyoake@bcpcouncil.gov.uk>
Cc: Nananka Randle <nananka.randle@bcpcouncil.gov.uk>;

Subject: Hackney carriage and private hire vehicle policy response from the trade

In relation to our petition sent to all licensing councillors on Wednesday 28th October 2020,

We the undersigned fully agree with the petition already submitted. We all signed the same original petition which attracted support from over 200 members of the trade. We were subsequently informed by Jill Holyoake of democratic services that we had not submitted the original petition in the correct format, and therefore it could not be considered at your meeting of 10th December 2020. We have therefore added the missing details to this petition in order to satisfy the requirements as detailed by Jill Holyoake. In short we had not stated the supporters addresses or their connection with the council area. We can assure you that all the original supporters were either Licensed Vehicle proprietors or Licensed drivers in the BCP area. We can further assure you that all the original supporters have their addresses held by the BCP licensing authority. This petition is in full accordance with the original petition.

Petition originator **Mr Paul Sondheim**

Kind Regards,



Peter Vass
United Taxis Ltd

NAME (print)	ADDRESS (print)	BADGE NUMBER	CONNECTION To COUNCIL (print)	PHONE No OR EMAIL	SIGNATURE
TAYA RHIMAN			TAXI DRIVER		
BILL BUCKLEY			TAXI DRIVER		
DAVID WONG			Taxi Driver		
ANDY PHELPS			TAXI DRIVER		
DERAL MELTAGE			Taxi Driver		
M. AMIN			TAXI DRIVER		
PAUL SONDHEIM			TAXI DRIVER		

NAME (print)	ADDRESS (print)	BADGE NUMBER	CONNECTION To COUNCIL (print)	PHONE No OR EMAIL	SIGNATURE
KEITH REYNOLDS			TAXI DRIVER		
TERRY SMITH			TAXI DRIVER		
ARTUR			TAXI DRIVER		
S. Ameur			Taxi Driver		
DJAMEL TOUILER			TAXI DRIVER		
MALEK BENACHOUR			TAXI DRIVER		
PETER COTTAM			TAXI DRIVER		

NAME (print)	ADDRESS (print)	BADGE NUMBER	CONNECTION To COUNCIL (print)	PHONE No OR EMAIL	SIGNATURE
P DIMENT			TAXI DRIVER		
DAVID GRAHAM BUDD			TAXI DRIVER		
PETER JASS			TAXI DRIVER		
JOHN SHAVE			TAXI DRIVER		
Chaher Iskandarani			TAXI DRIVER		
MATTHEW WEBB			TAXI DRIVER		
Phil Zamora			TAXI DRIVER		

NAME (print)	ADDRESS (print)	BADGE NUMBER	CONNECTION To COUNCIL (print)	PHONE No OR EMAIL	SIGNATURE
DAVID MCGOWAN			Taxi Driver		
Kevin Conroy			TAXI DRIVER		
LOOKMAN HUSSAIN			TAXI DRIVER		
ABDUL HANNAN			TAXI DRIVER		
MOHAMMED MIAT			DRIVER		
SURFURAJ Khatun			Taxi DRIVER		
ABDUL MUTALIB			TAXI DRIVER		

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