

Appendix A1

SUMMARY OF CONSULTATION RESPONSES

Issue – Licence Plate	From	Evaluation of Comment	Policy/conditions amended
<ul style="list-style-type: none"> • Suggests use of a PSV style disc displayed in the front window to allow vehicles to be identified as fully licensed. • 	Jenny Parker Parkers Limited, Wisbech	Agreed - The naturally distinctive appearance of stretched limousines means that they are very unlikely to be confused with a private road user's vehicle. However, some clear means of identification is necessary for the purposes of public safety and enforcement. A 'tax disc' style identification sticker in the front windscreen, and a discrete licence plate at the rear of the vehicle will achieve the right balance between being able to identify the vehicle as licensed, without detracting from the status of the vehicle.	No –TBC Suggested condition: The proprietor must ensure that the personalised licence plate and front windscreen identification sticker provided by the Council are affixed to the vehicle at all times.

Issue – Vehicle Age	From	Evaluation of Comment	Policy/conditions amended
<ul style="list-style-type: none"> • Why is there an age limit attached to vehicle? • 	Jenny Parker Parkers Limited, Wisbech	PHV regulations require age to be calculated from the date first registered in the UK. However, the age of the imported vehicle could be substantially older than the date of first registration in the UK.	No Suggested condition: Operators are required to demonstrate the age of the vehicle from the date of first registration in its country of origin.
<ul style="list-style-type: none"> • There are a lot of cars over 7 years old that would still be road worthy and able to be used for the purpose of private hire. Suggestion of additional tests perhaps 6 monthly. • Taxi firms have cars that are much older on their ranks being used every day? 	Glen Hawkins, March Cambs.	As above + There is no restriction on age of vehicle for Hackney Carriage and Private Hire Vehicles in current conditions. With regard to roadworthiness, the Single Vehicle Approval (SVA) test comprises a visual examination of a vehicle and certifies its safety and roadworthiness.	No

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<ul style="list-style-type: none"> '...contravenes section 6.18 of the Licensing Procedures and Conditions for Hackney Carriage and Private Hire, as approved by full council on 15 December 2011, which states that there is no age requirement for licensing a vehicle.' 	Selena Richardson-Payne, MPV Private Hire T/A New York Nights.	As above	No
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Issue – Booking Fee	From	Evaluation of Comment	Policy/conditions amended
<ul style="list-style-type: none"> Who would decide on what this fee would be? Owner or FDC? 	Glen Hawkins, March Cambs	<p>The proposed condition is used by a neighbouring authority whose sample conditions we used for the consultation.</p> <p>Limousines do not usually operate under a fare system as journeys are generally pre-paid in advance based on the length of time they are hired for.</p>	<p>No</p> <p>Suggested condition: Before accepting a booking, the operator must make it clear to the hirer that the vehicle is licensed for no more than 8 passengers. A receipt must be given to the customer in all cases, unless covered by a contract and receipts and contracts should be available to authorised officers of the Council for inspection.</p>
<ul style="list-style-type: none"> '....no such stipulation is currently in place for operators of other private hire vehicles' 	Selena Richardson-Payne, MPV Private Hire T/A New York Nights.	As above	As above

Issue – General	From	Evaluation of Comment	Policy/conditions amended
<ul style="list-style-type: none"> Same rules as private hire should apply. 	Daljit Roy, Luxe Travel, Whittlesey	Agreed	No
<ul style="list-style-type: none"> If they operate on hire and reward basis all conditions should apply. Hiring for 'business' is vague. All licensing conditions should apply to this type of vehicle 	Jenny Parker, Parkers Limited, Wisbech	Agreed	No

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<ul style="list-style-type: none"> Concerns regarding limousines used by Funeral Directors – we draw your attention to the Local Government (Miscellaneous Provisions) Act 1976, 75 Sub section C – <i>nothing in this part of this act shall apply to a vehicle while it is being used in connection with a funeral or a vehicle used wholly or mainly by a person carrying on the business of a funeral director for the purpose of funerals.</i> 	Turner & Son Funeral Directors, March, Cambs.	Agreed – already covered in PHV conditions.	No
<ul style="list-style-type: none"> Why the need to be licensed when ‘...vehicles have to be MOT tested in the same way as all other vehicles thereby ensuring their safety and suitability for road use. 	Selena Richardson-Payne, MPV Private Hire T/A New York Nights.	Licensing Authorities have a duty under the legislation to ensure public safety.	No
<ul style="list-style-type: none"> ‘...I feel the proposed conditions are too restrictive and do not allow for business growth....’ 	Selena Richardson-Payne, MPV Private Hire T/A New York Nights.	The proposed conditions used for consultation were those used by a neighbouring authority. Licensing Committee will ultimately decide what conditions are suitable for Fenland within current legislation.	No

Issue – Certification	From	Evaluation of Comment	Policy/conditions amended
<ul style="list-style-type: none"> ‘...No proof of stretch i.e. certificates QVM and CMC why can’t FDC do another check?’ 	Glen Hawkins, March Cambs	The Council has concerns over the safety of vehicles stretched outside of properly accredited coachbuilder schemes. For example, the original manufacturers who impose stringent requirements on the coachbuilders endorse the quality and safety of vehicles stretched under the Quality Vehicle Modifier (QVM) and/or Cadillac’s Cadillac Master Coachbuilder (CMC).	No – covered under proposed conditions.

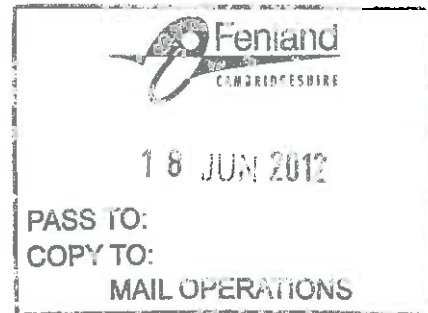
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The Council is consulting on its proposal to amend the Private Hire Vehicle Conditions to include stretched limousines and other special event vehicles and would welcome any comments that individuals or organisations affected by this proposal may have. A copy of the draft conditions can be found on the Fenland District Council website at www.fenland.gov.uk

Please use this form to record your views on the Councils proposed changes to the Private Hire Vehicle Conditions.

All responses must be sent by 4 July 2012 to:-

Mrs K Winterton
Licensing Team Leader
Fenland District Council
Fenland Hall
County Road
March
PE15 8NQ
E:Mail: licensing@fenland.gov.uk



Name:	jenny parker
Address:	24 willow way wisbech pe13 2sy
Organisation (if applicable)	parkers of wisbech ltd

If you are responding as a member of the licensed trade please indicate the type of licence(s) you hold:

<input type="checkbox"/>	Private Hire Driver *
<input type="checkbox"/>	Private Hire Vehicle*
<input type="checkbox"/>	Private Hire Operator*



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The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for ensuring the integrity and reliability of financial data. This section also outlines the various methods and tools used to collect and analyze data, highlighting the need for consistency and transparency in the reporting process.

In the second part, the focus shifts to the analysis of the collected data. This section describes the statistical techniques and models employed to interpret the results, providing a clear framework for understanding the underlying trends and patterns. The analysis aims to provide meaningful insights into the financial performance and identify areas for improvement.

The final part of the document concludes with a summary of the key findings and recommendations. It reiterates the importance of ongoing monitoring and evaluation to ensure that the financial system remains robust and effective. The recommendations provided are based on the analysis and are intended to guide future decision-making and policy development.

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Please state the grounds of your objection or statement of support for the proposed changes. (Additional sheets may be added).

Historic vehicles

All licensing conditions that are in force should apply to -vehicles - operators - drivers (with exception of plate / disc being housed in boot or cab) as on the whole these type of vehicles are classic and marks to body work distract from the overall condition when presented for resale or entered in shows etc. A small disc could be placed in windscreen (as on PSV vehicles) for identification.

Stretch Limousines

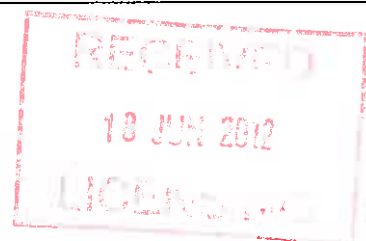
The same conditions should apply to these vehicles as to Hackney / Private Hire
As these type of vehicle operate on a regular basis (they can and do work 4 to 5 times a week on all types of bookings. Hen/stag parties /night clubs/races/ concerts / parties etc. They should be licenced and plate attached to outside of vehicle as with all private hire and hackney vehicles. Drivers to undergo same licensing conditions and checks as hackney and private hire driver and operators and to wear council ID badges.
As these vehicles are going to operate on a hire and reward basis then the same should apply to them as does to hackney / private hire vehicles and operators in regards all licensing conditions should apply.

Executive Vehicles

Executive business contracts. Vehicles used for this type of work should have the same licensing conditions attached as for hackney and private hire and operator. Driver licensing conditions should also apply. The hiring for "business" is vague. Why is an age limit attached to this type of vehicle. ie not older than 3 years.
These vehicles could and can work seven days of the week and all licensing conditions should apply to driver / operator / vehicle and plate attached on vehicle.

At this moment in time I have 2 vehicles on "business" contract bookings, does that mean I could fix my plates in the boot and tomorrow when we do the same destinations, but not on "business", we have to put plates on the exterior of the vehicle

As we are in a business that requires us to comply with all regulations then there should be no difference in any of the conditions applied by local councils to licenced vehicles, drivers and operators, be it hackney, private hire or "special events."



Appendix A2

Appendix A2

Consultation Response Form Proposal to Amend the Private Hire Vehicle Conditions To include stretch limousines and other special event vehicles.

The Council is consulting on its proposal to amend the Private Hire Vehicle Conditions to include stretched limousines and other special event vehicles and would welcome any comments that individuals or organisations affected by this proposal may have. A copy of the draft conditions can be found on the Fenland District Council website at www.fenland.gov.uk

Please use this form to record your views on the Councils proposed changes to the Private Hire Vehicle Conditions.

All responses must be sent by 4 July 2012 to:-

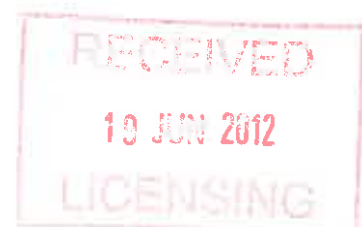
Mrs K Winterton
Licensing Team Leader
Fenland District Council
Fenland Hall
County Road
March
PE15 8NQ
E:Mail: licensing@fenland.gov.uk



Name:	DALJIT ROY
Address:	14 MARKET PLACE WHITWISSEY PE7 1AB
Organisation (if applicable)	LUXE TRAVEL

If you are responding as a member of the licensed trade please indicate the type of licence(s) you hold:

Hackney Carriage Driver	<input checked="" type="checkbox"/>	Private Hire Driver	
Hackney Carriage Vehicle	<input checked="" type="checkbox"/>	Private Hire Vehicle	<input checked="" type="checkbox"/>
		Private Hire Operator	<input checked="" type="checkbox"/>



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Please state the grounds of your objection or statement of support for the proposed changes.
(Additional sheets may be added).

The only observation would be that these vehicles follow the same rules as private hire, eg to hold a private hire operator licence, the driver to hold a private hire licence and the vehicle be tested to a satisfactory level eg test by council or VOSA annually.
I would support this if these were implemented

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TURNER & SON

(D. H. TURNER, Dip.F.D., N.A.F.D., M. R. TURNER)

INDEPENDENT FAMILY FUNERAL DIRECTORS

Member of the National Association of Funeral Directors
and the Society of Allied Independent Funeral Directors



24 Hour
Personal
Service

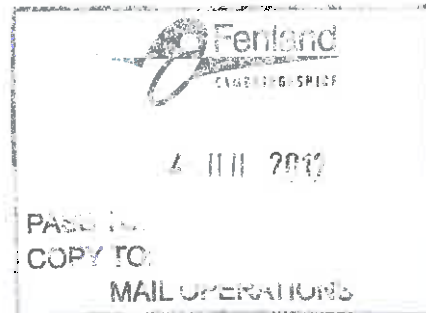
Established
1887

VAT Reg. No. 105 8545 74

CITY ROAD, MARCH, CAMBS. PE15 9LS

Telephone: March (01354) 652101
Mobile: 07885 205766 Fax (01354) 655119
Email: turnerandson@tiscali.co.uk

The Licensing Authority
Business Reception
Fenland District Council
Fenland Hall
County Road
March
PE15 8NQ



Dear Sir

Re: Licensing of stretch limousines

Further to the consultation document for the above matter we have concerns about the licensing of limousines and the effect this may have on our business as Funeral Directors.

May we draw your attention to the Local Government (Miscellaneous Provisions) Act 1976, 75 Sub section C – *nothing in this Part of this Act shall apply to a vehicle while it is being used in connection with a funeral or a vehicle used wholly or mainly by a person carrying on the business of a funeral director for the purpose of funerals* (copy attached).

I trust taking the above information into account a clause will be included in any licensing document omitting funeral directors from any requirement to license limousines with the local authority.

I await with interest any conclusions from the consultation period.

Yours faithfully

Mark R Turner



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this Act.

73.—(1) Any person who—

Obstruction of authorised officers.

(a) wilfully obstructs an authorised officer or constable acting in pursuance of this Part of this Act or the Act of 1847; or

(b) without reasonable excuse fails to comply with any requirement properly made to him by such officer or constable under this Part of this Act; or

(c) without reasonable cause fails to give such an officer or constable so acting any other assistance or information which he may reasonably require of such person for the purpose of the performance of his functions under this Part of this Act or the Act of 1847;

shall be guilty of an offence.

(2) If any person, in giving any such information as is mentioned in the preceding subsection, makes any statement which, he knows to be false, he shall be guilty of an offence.

74. Where any provision of this Part of this Act coming into saving operation on a day fixed by resolution under section 45 of this Act requires the licensing of a person carrying on any business, or of any vehicle used by a person in connection with any business, it shall be lawful for any person who—

(a) immediately before that day was carrying on that business; and

(b) had before that day duly applied for the licence required by that provision;

to continue to carry on that business until he is informed of the decision with regard to his application and, if the decision is adverse, during such further time as is provided under section 77 of this Act.

75.—(1) Nothing in this Part of this Act shall—

Saving for certain vehicles etc.

(a) apply to a vehicle used for bringing passengers or goods within a controlled district in pursuance of a contract for the hire of the vehicle made outside the district if the vehicle is not made available for hire within the district;

(b) apply to a vehicle used only for carrying passengers for hire or reward under a contract for the hire of the vehicle for a period of not less than seven days; ^{Sec 245}

(c) apply to a vehicle while it is being used in connection with a funeral or a vehicle used wholly or mainly, by ^{(47)??}

72

c. 57

Local Government (Miscellaneous Provisions) Act 1976

PART II

a person carrying on the business of a funeral director, for the purpose of funerals;

(d) require the display of any plate, disc or notice in or on any private hire vehicle licensed by a council under this Part of this Act during such period that such vehicle is used for carrying passengers for hire or reward—

(i) to, from or in connection with any wedding ceremony; or

(ii) under a contract for the hire of the vehicle for a period of not less than 24 hours.

(2) Paragraphs (a), (b) and (c) of section 46(1) of this Act shall not apply to the use or driving of a vehicle or to the employment of a driver of a vehicle while the vehicle is used as a private hire vehicle in a controlled district if a licence issued under section 48 of this Act by the council whose area consists of or includes another controlled district is then in force for the vehicle and a driver's licence issued by such a council is then in force for the driver of the vehicle.

(3) Where a licence under section 48 of this Act is in force for a vehicle, the council which issued the licence may, by a notice in writing given to the proprietor of the vehicle, provide that paragraph (d) of subsection (6) of that section shall not apply to the vehicle on any occasion specified in the notice or shall not so apply while the notice is carried in the vehicle; and on any occasion on which by virtue of this subsection that paragraph does not apply to a vehicle section 54(2)(a) of this Act shall not apply to the driver of the vehicle.

Penalties.

76. Any person who commits an offence against any of the provisions of this Part of this Act in respect of which no penalty is expressly provided shall be liable on summary conviction to a fine not exceeding one hundred pounds.

77.—(1) Sections 300 to 302 of the Act of 1936, which relate to appeals, shall have effect as if this Part of this Act were part of that Act.

(2) If any requirement, refusal or other decision of a district council against which a right of appeal is conferred by this Act—

(a) involves the execution of any work or the taking of any action; or

Appeals.

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Consultation Response Form Proposal to Amend the Private Hire Vehicle Conditions To include stretch limousines and other special event vehicles.

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Please use this form to record your views on the Councils proposed changes to the Private Hire Vehicle Conditions.

All responses must be sent by 4 July 2012 to:-

Mrs K Winterton
Licensing Team Leader
Fenland District Council
Fenland Hall
County Road
March
PE15 8NQ
E:Mail: licensing@fenland.gov.uk

Name:	Glen Hawkins
Address:	2 Peas Hill Road March, Cambs PE15 8HE
Organisation (if applicable)	

If you are responding as a member of the licensed trade please indicate the type of licence(s) you hold:

Hackney Carriage Driver	Private Hire Driver
Hackney Carriage Vehicle	Private Hire Vehicle
	Private Hire Operator

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Please state the grounds of your objection or statement of support for the proposed changes. (Additional sheets may be added).

I live in March myself and have been looking at starting up a limousine business. I used to drive for the company that was based in March before so have an idea of these cars and how to drive them. I have now got the funds to buy a limousine and to get my idea started off legally.

Although I think licencing of vehicles is a good idea the main point I'd like to stress is that there are a lot of cars over 7 years old that would still be road worthy and able to be used for the purpose of private hire (1.7). Maybe these vehicles just need to undergo an additional test or maybe a 6 monthly test. How can you also stipulate a 7 year age limit on a stretched limousine when local taxi firms have cars that are much older on their ranks being used every day?

But I'm wondering what will happen to all the older cars that are still in good working order if they aren't able to be licenced and used for this purpose and the effect disposing of this will have on the environment.

The Lincoln Town Car Millenium edition is a much nicer looking car than the later Lincoln limousines and are normally seen at special events. Cars from 1998 onwards are still seen regularly on our roads.

In your point 1.3 you are saying that cars with special event licences should not be used for day to day private hire and using an example of "school contracts" but further down in point 1.5 you are saying that cars licensed for "special events" must be licensed as a "private hire vehicle". How can the vehicle be licensed for private hire but is unable to be used fully as a private hire vehicle?

In point 1.7 and 1.8 you are saying about stretched limousines and historic vehicles being no older than 7 years (for stretched limos) and historic vehicles to be registered before 1973. Were there no classic vehicles made between those years that would be eligible to make it for a special events licence? What about a Rolls Royce Silver Shadow or a Maserati Spyder or an Aston Martin DB7 to name but a few.

Point 1.12 you mention about a stipulated minimum booking fee! Who would decide on what this fee would be? The owner or FDC?

And in point 2.4.b. You say about proof of stretch etc and mention 2 certificates (QVM and CMC). What if any car didn't come with its specific certificate? Maybe look at doing another check via FDC to make sure the vehicle complies to specific rules and regulations to be able to legally be on UK roads

Limo Response

Amy Burgess

From: Selena Richardson [accountsassist@hotmail.co.uk]
Sent: 02 July 2012 16:35
To: licensing
Subject: Consultation Response Form - Proposal to amend the Private Hire Vehicle Conditions
Attachments: Completed response form..doc

Dear Licensing team/Kim Winterton

Please find attached my completed response form regarding the above proposed changes to PHV conditions. I would be grateful for an email confirming that you are in receipt of this response form. I await the results of the consultation with bated breath.
Yours sincerely

Selena Richardson-Payne
Proprietor
MPV Private Hire & New York Nights

This e-mail has been scanned for viruses by Verizon Business Internet Managed Scanning Services - powered by MessageLabs. For further information visit <http://www.verizonbusiness.com/uk>

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Please use this form to record your views on the Councils proposed changes to the Private Hire Vehicle Conditions.

All responses must be sent by 4 July 2012 to:-

Mrs K Winterton
Licensing Team Leader
Fenland District Council
Fenland Hall
County Road
March
PE15 8NQ
E:Mail: licensing@fenland.gov.uk

Name:	Selena Richardson-Payne
Address:	31 Wimblington Road, Doddington, March, PE15 0TJ
Organisation (if applicable)	MPV Private Hire TA New York Nights

If you are responding as a member of the licensed trade please indicate the type of licence(s) you hold:

Hackney Carriage Driver	Private Hire Driver	√
Hackney Carriage Vehicle	Private Hire Vehicle	√
	Private Hire Operator	√

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Please state the grounds of your objection or statement of support for the proposed changes.
(Additional sheets may be added).

I am objecting to the proposed changes to Private Hire vehicle conditions as laid out in the consultation document, specifically in my case with regards to stretched limousines, on the following grounds:

In section 1.7 of the document you state that:

"Stretched limousines presented for licensing for the first time should not be older than seven years on the day the application is received"

This directly contravenes section 6.18 of the Licensing Procedures and Conditions for Hackney Carriage and Private Hire, as approved by full council on 15 December 2011, which section states that: **"There is no age requirement for licensing a vehicle"**.

It is wrong to single out only certain and specific vehicles for an age restriction. If this is imposed then it should be imposed across the board for ALL private hire and Hackney carriage vehicles. Why does the council see fit to impose an age restriction? VOSA imposes no such restrictions on any of the PSV/PCV vehicles it licences, so where is the need for differentiation, as there appears to be no precedent for this? Presumably no regard has been made to the wedding hire market where frequently older classic cars such as Rolls Royces, Bentleys, Jaguars and veteran cars are used for reward and are to my knowledge not subject to an age or a licensing restriction. The build quality of these older vehicles is often of a much higher standard than their modern equivalents, as is proven by their longevity.

In section 1.12 you state that:

"Vehicles must not be offered for hire for less than a stipulated minimum-booking fee"

Surely it should be at the discretion of the owner/operator to decide the level of booking fees applicable. No such stipulation is currently in place for operators of other private hire vehicles.

In section 2.7 you state that:

"..... In addition to the Private Hire Operator records required under 8.15 – 8.21 of thepolicy, operators of special event vehicles are to maintain a record of the nature of the special event...."

May I suggest that this smacks a little of a big brother state. As a current operator/driver of one of these vehicles, my job is to transport my passengers from point A to point B in a safe, timely and professional manner. It is not my job to ask them personal questions about the nature of or reason for their journey.

I do agree that vehicles should only be operated by persons holding a valid private hire operators licence in order to maintain levels of safety, and that appropriate insurance must be in place for the vehicles, but the need to have each vehicle licensed, especially when a licence plate would be **"fixed to the inside of the boot lid"** (Section 1.9 of the consultation document), seems to me to be over egging the pudding. Vehicles have to be MOT tested in the same way as all other vehicles on the road, thereby ensuring their safety and suitability for road use.

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Consultation Response Form Proposal to Amend the Private Hire Vehicle Conditions To include stretch limousines and other special event vehicles.

In section 2.2 of the proposed conditions, it states that "the purpose of this policy is to protect public safety.....and will take account of the fact that stretched limousines will:

- a. travel generally slower than normal licensed vehicles
- b. not normally overtake other vehicles
- c. be easily recognisable....
- d. be heavier and considerably longer than standard cars
- e. be adapted

For all of the above and for many other reasons these vehicles are driven ONLY for professional purposes by competent drivers. They are not inconspicuous vehicles that can be used for 'moonlighting' and therefore public safety is paramount. The council identify that there are driving differences in these vehicles in the above statements so public safety is implied.

There are over 400 licensing authorities within the UK and I personally have not yet found any 2 whose regulations for the use of 'special event vehicles' are the same. I feel that the proposed conditions are too restrictive and do not allow for business growth unless one had many thousands of pounds at one's disposal to invest in state of the art and up to date vehicles. This, surely, is contrary to the ethos of encouraging small businesses such as mine from expanding in what is already a fairly competitive market.

May I also ask through this consultation document what is to become of operators who already run one or more of the vehicles intended for the special conditions, which may fall outside of one or more of the new conditions; people who have already purchased and maintained vehicles at great expense, who have established their service and their business with advance bookings right through to August 2013 and who have gained a reputation for professionalism and fantastic service? Indeed whilst typing this response, I have taken a future booking for my special event vehicle, so the need is there and the service provision is there. Am I to disappoint all these customers who wish to add some glitz and glamour to their special occasion?

On a personal note I would also like to add that I made exhaustive enquiries of both FDC and VOSA prior to purchasing my own vehicle in this category, and was given the green light at every step; indeed the notion of a proposed consultation or age restrictions was never even mentioned. I have since spent extensively both in time and money to maintain and present my vehicle in the best possible condition. As an existing operator/driver, I take my reputation seriously and would never endanger my passengers, ensuring that insurance was in place from day one.

During the current economic times surely FDC would welcome small businesses with an entrepreneurial spirit trying to expand. Indeed as recently as last Wednesday, 27th June, the Fenland Citizen carried an article headlined 'Fenland's pledge to small businesses', which carried a quote from Cllr Chris Seaton who said that the council were "doing all [they] can to help businesses flourish – and small businesses in particular...." It strikes me as a contradiction in terms when that same council are trying to over regulate and impose so much red tape that small businesses will lose money and eventually fail.

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**Consultation Response Form
Proposal to Amend the Private Hire Vehicle Conditions
To include stretch limousines and other special event vehicles.**

A large, empty rectangular box with a thin black border, occupying the majority of the page below the title. It is intended for the respondent to provide their consultation response to the proposal.