

## Kim Winterton

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**From:** Lisa Corbett <lisacorbett1970@hotmail.co.uk>  
**Sent:** 27 February 2016 10:22  
**To:** Kim Winterton; Marie Malt; Dan Horn; cllr@stevetierney.org  
**Subject:** Proposed Taxi Terms and Conditions  
**Attachments:** Taxi attachment 2016.doc

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi all,

This is my response to the proposed changes to the Terms and Conditions of Hackney Carriage/Private Hire vehicles.

I do not agree on several of the changes proposed and have clarified them in the attachment provided.

Kind Regards

Lisa

## TAXI CONSULTATION FEBRUARY 2016 IN REGARDS TO NEW PROPOSED TERMS & CONDITIONS

### **POINT 3.11:**

Why do we need every taxi to be wheelchair accessible when on average my company gets only one or two calls a week in regards to these needs? Going by guidelines surely it would only need every one in 5 or 10 as the outlay for a wheelchair taxi plus additional insurance/tests etc will be detrimental to getting new blood into the trade. Also are all existing plated vehicles having to change when changing vehicle or can they keep same plate number thus not over threshold of plate 286? Also we have seen the council subsidise FACT in previous years plus promote their use for wheelchair users so why the need for every taxi to be wheelchair accessible whilst we have these facility widely available?

### **Point 4.21:**

Who would be paying for the cost of the Mandatory safeguarding Training?

### **Point 5.26**

What is the cost going to be for this additional Compliance test.

In Kings Lynn they have to have bi- annual tests if the vehicle is over 5 years old and the 1<sup>st</sup> test with combined mot is roughly £68 AVR Garage (includes exchange Fire Extinguisher) BUT they are only **£35 for the 6 monthly check**. At present it costs all hackney vehicles the cost of MOT minimum £20 plus £60 council test. Will it be another £60 or reduced rate.

Would the council consider pulling away from the council testing station and go like Kings Lynn by giving drivers a choice of where to go to have a combined Mot/Hackney test?

### **Point 5.28**

What is the clarification of "History". Does this include mileage, accidents, use etc . Please could it be more specific.

### **Point 5.29**

Again cost for additional check?

### **Point 5.37**

Fire Extinguisher In Kings Lynn garages offer replace or new instead of service could we not have same policy?

### **Point 6.14**

council know about illegally parked cars on the taxi ranks. How many cars have the council actually enforced with a fine? How many times have the council worked with the police and actually ticketed people that blatantly ignore all signs stating taxi rank or in regards to the case taxis only? How many times do the council on a Friday or Saturday night stop private cars parking on the mendis/weatherspoons ranks. ,or when private cars park on canal street ranks whilst playing bingo at the empire? When I have asked for this to be enforced costs are brought up ie our fees would have to go up to pay to have this type of enforcement available. Where is the money going to come from then for all off these penalty points to be enforced? It seems that if the council what it you seem to find a way but if the trade requests it then there are not enough funds available. Our fees are already going up between 2.1 and 13.9% above inflation this year to cover the cost of the case carpark works. Source (cabinet meeting 21<sup>st</sup> January approved fee charges c54/15 4.8 Licencing Fees).

## Kim Winterton

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**From:** Lisa Corbett <lisacorbett1970@hotmail.co.uk>  
**Sent:** 06 March 2016 12:43  
**To:** Kim Winterton; Marie Malt; Dan Horn; cllr@stevetierney.org; b.shinn1952@btinternet.com; acmecabs@live.co.uk  
**Subject:** Re Consultation Proposed changes to Terms and Conditions.

**Follow Up Flag:** Follow up  
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Hi, all this is just an update of my feelings/proposals to the proposed changes in the terms and conditions. After attending the meeting at the Boathouse on Wednesday 2nd March, it seems certain aspects were different to the last time I spoke to Kim in regards to the trade being able to keep their same plate no. I am formally requesting that all hackney carriage drivers are able to keep their Hackney Vehicle plate licence no ie we obtain "grandfather rights" in regards to not having to lose our plate no.s . At present when we change our Vehicles we keep the same plate no. Please can this stay the same even though you have the new Idox system.(Marie Malt stated it is possible as Lynn keep the same no.s and they use Idox as well) In regards to making all hackney Carriage Vehicles past plate no 286 Wheel Chair Accessible as standard does seem extreme as 99% of wheelchair users can get into a taxi with help and their wheelchairs can fold up and go in the boot. It is only a very few that need to remain in the chair for the journey.

In regards to CCjs again I disagree with this but as at present all licensed trade have been vetted and it seems no problems in regards to trust issues could this not be something going forward again for new applicants as a addition to their applications as most of the trade are longstanding trade members and it does seem rather intrusive in regards to their personal data if there has been no cause to question the trustworthiness of said licenced trade, So I am formally requesting grandfather rights in regards to this change as well.

The Penalty points Scheme. after listening to what Kim said in regards to this I still think it is rather tough on the trade ie 4 points for a bulb blowing. Could these points accrued not be looked at and lowered ie bulb blown 1 point as this cpould happen at any moment and the driver could be going to get it sorted straight away but 4 points added on straight away is very very harsh. Also in regards to picking up off of Yellow lines and bustops ie March town centre to name one major place of contention. Can the council (Fenland District) not work with Cambridgeshire County Council as there is legislation in place in regards to taxis being allowed to pick up/drop off at busstops. I will send a copy of the Legislation. Kim stated that Cambridgeshire have created their own set of orders. Surely it would help everyone concern trade and public alike if Fenland try to work with Cambridge County Council to relieve their set order and use the legislation in regards to bus stops. March have a major issue picking up in Broad street as the rank covers some of the shops and the cannot pick booked fares up from a rank (as booked fare becomes private hire booking and private hire vehicles cannot use a rank) and then they have the two bus stops either side of broad street which Kim stated Cambridgeshire County Council have placed orders on that seem to overrule the statutory regulation .

The above and the last correspondence I sent does not just convey my feelings but also that of my husband Mr P. T Corbett, my drivers Mr C. Draycott, Mr D. Ganger, Mr J. Tawn, Mr G.P. Mason, Mr T. Williamson, Mr L.Sroczyk, Mr M. Snell, Mr S. Lee, Mr R Barrett and Mrs S Patrick. Also Mr D. Patrick requested for his name to be added onto my proposals (as he requested in meeting on Wed 2nd March).

Kind Regards

Mr & Mrs Corbett

Bevs Taxis