

Notes of a Meeting of the Hackney Carriage and Private Hire Forum held on
Tuesday 21st October 2008

Present: Councillor Wayne Fitzgerald (WF), PC Naseer Qureshi (NQ), Amran Masood (AM), Mohammed Idris (MI), Mohammed Shoyib (MS), Julia Potkins (JP), Roy McMaster (RM), Alastair Hayden (AH)

Officers: Peter Gell (PG), Ken Gray (KG), Ian Robinson (IR), John Goodwin (JG), Annette Griggs

Agenda Item	Issues	Action
1. Apologise for absence.	Adrian Day, Sarah Ellis.	
2. Minutes of meeting held 9 th July 2008.	PG chaired the meeting and it was resolved that the minutes of the last meeting were an accurate record.	
3. Julia Potkins – School Crossing Patrol Officer.	JP reported an increase in the number of drivers who fail to stop at crossings. JP distributed safety packs and leaflets to the drivers present and demonstrated the crossing procedure. JP advised that £1000.00 fine and 3 penalty points can be issued for a breach.	
4. Update CCTV in hackney carriage/private hire.	<p>Leaflets to be sent out to all operators with the minutes.</p> <p>IR explained that we are still working with Xtron with regards to CCTV. One private hire vehicle has been fitted with a demo unit, the current cost being £499 for private hire and £699 for hackney carriage. The trade will speak to other drivers regarding mandatory fitting.</p> <p>MS questioned if the council would consider instalments to pay for CCTV. PG advised that the council would look at funding options.</p> <p>KG advised that LTI were asked years ago to have CCTV fitted as standard to PCO approved vehicles. RM stated that Mercedes would consider looking at this feature as being installed at point of production.</p> <p>WF asked about the cost of the system and installation, the motion sensor and queried why the cost of the system had increased. KG stated that representatives from Xtron will be invited to attend the next forum to answer any queries.</p> <p>PG personally thanked AM for his attendance at recent meetings.</p>	AG
5. Update training.	<p>KG stated that ABA training had visited all companies but had a negative response. No cost involved for the drivers just their time and commitment. KG confirmed that consideration is being given to all new drivers being required as a condition of licence to attend the training as from 2009 and current drivers needing to attend the course within a 2 year period.</p> <p>AM commented that the older drivers may feel that they do not need</p>	

	<p>the training.</p> <p>WF stated that customers do not know how long a driver has been in the trade, however if the training was publicised people would feel more confident. Positive action is required from the drivers.</p> <p>KG explained the training is for three hours 1 day a week over an 11 week period. Assessors go out with the drivers and no one actually fails, though drivers may be knocked back. KG will await feedback from drivers at the next forum and then a report will be prepared for committee.</p>	
6. Poplar Avenue – misuse by taxi drivers.	<p>KG confirmed that he has had reports of vehicles reversing up the one way system in Poplar Avenue.</p> <p>AM acknowledged that he is aware that drivers do this but it is not just taxi drivers.</p>	
7. Parking services – Broadway, Fitzwilliam Street.	<p>PG confirmed that this project is still going ahead, the funding is there and has gone out to tender but still no date set for completion.</p> <p>KG advised that Peter Tebb (traffic manager) will be invited to the next forum meeting.</p> <p>KG reminded drivers that they must not park in the loading bays in Broadway.</p>	
8. Vehicle testing – the way forward.	<p>JG asked the trade for their views on vehicle testing and to get feedback from other drivers on how they wish testing to proceed i.e.; extended hours.</p> <p>PG confirmed this is an opportunity for the drivers to have an input and suggested that information is collated and a meeting is held to discuss the possibilities.</p>	
9. Mercedes-Benz London approved hackney carriage.	<p>RM gave a presentation on the Mercedes-Benz which is now a PCO approved vehicle. RM explained that this vehicle has the following :-</p> <ul style="list-style-type: none"> • provides space for the passengers and drivers • high standard of safety features • refinement • lower running costs <p>The vehicle costs £35K which is less than the gold model TX4. Conders have expressed an interest in the vehicle franchise and any part exchange should not be a problem.</p> <p>AM was asked if there had been any problems with the vehicle and RM confirmed that the step has been raised as there was a slight issue with it hitting speed bumps.</p>	

	PG stated it was good for the city to have some competition.	
0. Any other business and formal record of time.	<p><u>Door stickers</u></p> <p>IR confirmed that he had been advised by legal to increase the consultation with the trade. However happy that the report is a public safety issue and will be put before the committee.</p> <p><u>Asda rank</u></p> <p>It was questioned whether there could be a rank for hackneys at Asda. KG confirmed that this is not possible as it is private property.</p> <p><u>Enforcement</u></p> <p>AM stated that more enforcement is required for the city centre as private hire drivers are flagging. IR confirmed that it is not just city centre problems but are also dealing with unlicensed drivers and school transport work.</p>	
11. Date of next meeting.	The date of the next meeting is Monday 19 th January 2009 at 2pm in the Forli room.	

Notes of a Meeting of the Hackney Carriage and Private Hire Forum held on
Wednesday 9th July 2008

Present: Amran Masood (AM), Mohammed Shoyib (MS), Councillor Wayne Fitzgerald (WF)

Officers: Peter Gell (PG), Ken Gray (KG), Ian Robinson (IR), John Goodwin (JG), Annette Griggs

Agenda Item	Issues	Action
1. Apologies for Absence.	<p>Mohammed Idris.</p> <p>Peter Gell chaired the meeting and thanked Councillor Wayne Fitzgerald, new cabinet member, for attending.</p>	
2. Minutes of meeting held 28 th April 2008.	<p><u>Item 3</u></p> <p>KG provided Go Skills with a list of all the operators but drivers have had no contact from them.</p> <p><u>Item 4</u></p> <p>PG confirmed that work on Fitzwilliam Street will be carried out as soon as statutory limits allow. KG thanked WF for his intervention for the temporary parking in Broadway, but stressed that this is not an official rank and members of the public are entitled to park there also.</p> <p>WF reiterated the need to reduce the number of complaints from the public regarding parking in loading bays, double yellow lines and leaving engines running. WF stated that the rank outside Liquid nightclub is constantly obstructed by members of the public parking there.</p> <p>PG confirmed that parking officers carry out enforcement but not on a regular basis.</p> <p>WF also enquired about taxis ranking up outside Solstice and KG confirmed that this is a night time rank.</p> <p><u>Item 6</u></p> <p>PG stressed that commitment is needed from drivers regarding reducing CO2 emissions.</p> <p><u>Item 8</u></p> <p>IR advised that the refunds for the CCTV system are being issued.</p> <p><u>Item 10</u></p> <p>IR confirmed that the Polish shops had been visited and posters have been issued to them outlining the difference between private hire and hackney carriage vehicles. This will now be monitored.</p>	

<p>3. Fare increase update.</p>	<p>KG confirmed that the fare increase was advertised in the ET on 5/7/08 and providing there are no objections priority will be given to seal meters in hackney carriage vehicles with effect from 21/7/07. Conders garage will calibrate meters for a charge of £10.00 which will be donated to the childrens ward at PDH. KG confirmed that the soiling charge cannot be enforced by licensing officers as it is a civil matter.</p> <p>KG thanked Amran Masood for attending an interview on Radio Cambridgeshire.</p> <p>AM stated that Aftab would also seal meters and would donate the money to Kidney dialysis research.</p>	
<p>4. Mercedes Benz Vito.</p>	<p>KG confirmed that the Mercedes- Benz Vito has been approved by the PCO (Public Carriage Office) in London.</p> <p>AM asked about the Peugeot E7 challenge and KG stated that it still did not fit the conditions of fitness and therefore did not have PCO approval.</p>	
<p>5. Driver of the year.</p>	<p>JG confirmed that Tariq Mahboob won the Driver of the year award.</p> <p>KG stated that he was sorry that this would be the last one, however if drivers have any other initiatives please inform taxi enforcement.</p> <p>AM agreed to talk to the other drivers.</p>	
<p>6. Parking in disabled bays.</p>	<p>KG had received a complaint from a member of the public stating that private hire vehicles are parking in the disabled bays at Serpentine Green. KG asked that drivers respect disabled bays at all times.</p>	
<p>7. Sounding horn.</p>	<p>KG informed members that he regularly receives complaints from the public regarding the sounding of horns. Handouts were given to the representatives and all companies will receive a copy with the minutes. KG advised that the call back system is the solution.</p>	
<p>8. Any other business and formal record of time.</p>	<p><u>Door stickers</u></p> <p>IR confirmed that the report for the door stickers has been prepared and should be presented before the licencing committee in August.</p> <p>KG advised that these stickers would be placed on the rear 2 doors of the vehicle and penalty points will be issued if this is abused.</p>	

	<p><u>Plates</u></p> <p>AM asked if there would be a freeze on plates.</p> <p>KG explained that a survey would have to be carried out and this could cost in the region of £20,000 - £30,000. If this was to be undertaken the cost would have to be funded by the hackney carriage drivers.</p> <p><u>Appeal</u></p> <p>KG confirmed that the recent appeal (plying for hire) of Mohammed Kabir was successfully defended in the Magistrates Court and licensing officers will continue to prosecute drivers who ply for hire.</p>	
<p>9. Date of next meeting.</p>	<p>The date of the next meeting is Tuesday 21st October 2008 in the Forli room.</p>	

Notes of a Meeting of the Hackney Carriage and Private Hire Forum held on
Monday 28th April 2008

Present: PC Greg Irvine (GI), PC Naseer Qureshi (NQ), Rob Saunders (RS),
Mohammed Idris (MI), Amran Masood (AM), Mohammed Shoyib (MS),
Councillor Graham Murphy (GM), Jenna Hiley (JH) & Clare Sharman (CS)

Officers: Peter Gell (PG), Ken Gray (KG), Ian Robinson (IR), John Goodwin (JG),
Annette Griggs & Chloe Walker.

Agenda Item	Issues	Action
1. Apologies for Absence.	Omar Taj-Eddine, Peter Tebb.	
2. Minutes of meeting held 30 th January 2008.	PG chaired the meeting and it was resolved that the minutes of the last meeting were an accurate record.	
3. Presentation A.B.A.driver training.	<p>A presentation was given by Roger Silvers and Bill Shirley of Go Skills. The aim of the project is for Go Skills to work with the industry to identify ways of achieving consistency of skills and skills development of taxi and private hire drivers. This involves an eleven week programme with workshops at various times of the day. When successfully completed drivers are put forward for the NVQ and BTEC certificates. The Government introduced 'train to gain' to assist with the funding so there is no cost to the drivers, operators or the local authority.</p> <p>KG will provide Go Skills with a list of all operators.</p>	KG
4. Update Fitzwilliam Street.	<p>Rob Saunders (Parking Services Manager) confirmed that the works for Fitzwilliam Street are committed for this financial year to link in with the bollards in Long Causeway.</p> <p>KG stressed that the funding has been identified, however he is aware of the frustrations of the trade and will try to get a confirmed starting date.</p> <p>GM explained that as a result of the Public Realm strategy the works had been delayed, they will however be carried out in tandem with another project and this could be as late as October.</p> <p>AM stated that he felt that the drivers were being forgotten as these discussions started taking place nearly two years ago. He also stated that extra spaces had been promised for Park Road but these have not been provided.</p> <p>GM emphasised that the city is expanding so there is no need for drivers to sit on the city centre ranks. Drivers are advised to look and identify ranks outside the City Centre in the townships.</p> <p>PG confirmed that the trade have been asked before for ideas as to where extra ranks should be, however no suggestions have been</p>	

	<p>received.</p> <p>RS stated he realises the problems in Fitzwilliam Street but asked that taxi drivers do not block the disabled bays at the Library and the entrance to the Bull Hotel.</p>	
5. Hate crime reporting.	<p>PC Qureshi and Clare Sharman discussed the issues of reporting hate crime. Drivers are encouraged to report all incidents on either 0845 456 4564 or 0800 138 1625, however in an emergency dial 999. The importance of reporting these incidents was stressed as every report received is acted upon.</p> <p>Leaflets have been sent to all companies and further leaflets were distributed at the meeting.</p>	
6. Climate change.	<p>Jenna Hiley (Climate Change Officer) discussed the issues of CO2 production and it was agreed that leaflets would be issued to drivers.</p>	
7. Proposed door signs – private hire.	<p>IR showed members the door stickers which will have been made up with one change of 'pre-booked' rather than 'booked'.</p> <p>KG confirmed that displaying door stickers should be made a condition of the licence and penalty points would be issued if these were not displayed. Once approved by Licensing Committee they will be distributed to all private hire vehicles.</p>	
8. Update CCTV.	<p>IR explained that he was not getting anywhere with Ikabs and it was agreed that other systems would still be looked at. IR confirmed that no drivers will be out of pocket as Peterborough City Council will cover the cost which any drivers incur for the removal.</p>	
9. Driver of the year applications.	<p>JG explained that this will be the third year for the driver of the year and the least number of drivers have applied. It was agreed that it was not viable to continue with this award in the future.</p>	
10. Any other business and formal record of time.	<p>A discussion took place regarding a fare increase and it was decided that a steering group would be set up with the four members of the forum and 1 driver from the tesco rank and 1 from the Railway station rank.</p> <p>IR advised members that there have been problems with some of the Polish community advertising airport runs. A Polish colleague has translated the adverts and information posters have been produced in order to advise the drivers that they could be prosecuted if they continue. The shop owners will be spoken to along with the advertisers.</p>	IR
11. Date of next meeting	<p>The date of the next meeting is Wednesday 9th July 2008 at 2pm in the Forli room.</p>	

Notes of a Meeting of the Hackney Carriage and Private Hire Forum held on
Tuesday 24th July 2007

Present: Inspector Mike Sampson (IMS), Amran Masood (AM), Mohammed Shoyib (MS), Mohammed Idris (MI)

Officers: Peter Gell (PG), Ken Gray (KG), Ian Robinson (IR), John Goodwin (JG) and Annette Griggs

Agenda Item	Issues	Action
1. Apologies for absence.	Apologies were received from Omar Taj-Eddine.	
2. Welcome new members and introductions.	PG chaired the meeting and welcomed the new members of the Forum.	
3. Aims of the Forum.	PG explained the aims of the Forum and stated that it is not a decision making body. Reports can be given to Licensing Committee from the Forum in order to seek changes in policy. KG stated that the Forum gives the members an opportunity to speak and suggest ideas.	
4. Minutes of meeting 1/2/07.	<p>KG explained that the office is still receiving calls from members of the public regarding drivers using mobile phones (item 3) and a serious view will be taken against drivers who have been issued with points on their DVLA licence. IMS confirmed that hands free kits are allowed.</p> <p>KG confirmed that the plans for Fitzwilliam Street (item 4) had been drawn up and could be viewed at the office. The current cost is £78,000.00, however ways will be looked at to try to reduce the cost. PG advised that the work could possibly take place in February 2008 depending on funding.</p> <p>KG stated that he was disappointed with the attendance for the driver safety demonstration (item 5) at Gladstone Park as over 800 invitations were sent out and only about 50 drivers turned up.</p>	
5. Adoption of the Constitution.	KG explained that the constitution was drawn up by the previous members. KG brought to the new members' attention the paragraph regarding attendance. Forum members agreed to retain this.	
6. Peugeot E7.	KG stated that a new application had been received to accept the Peugeot E7. A report is being prepared which will be presented to the Licensing Committee on 11 th September 2007 at 9.30 a.m in the Bourges/Viersen room. This is a public meeting and a decision will be made by Members as to whether the Peugeot E7 will be allowed. KG stated that he will need notification in writing if anyone wants to speak at the meeting.	

<p>Door stickers for private hire</p>	<p>IR stated that additional stickers are being looked at for private hire vehicles in order to protect and educate the public. Suggestions welcomed from members.</p> <p>KG confirmed that if they are approved then it would be made a condition of the licence. KG stated that with the possibility of a mixed fleet of hackney vehicles the stickers should make it less confusing for the public and reduce "flagging".</p>	
<p>8. Commission for racial equality</p>	<p>Emma Siami from the Commission for Racial Equality advised that discussions had taken place between PCC and local police regarding the driver attacks last Christmas. The main aim is to protect taxi drivers and create good race relations. Steps need to be taken to increase drivers safety ie; cctv, call-back system, pre-paying and reporting of racial incidents.</p> <p>IR confirmed that driver personal safety leaflets are issued to new drivers on issue of their badge. The leaflet gives advice on how to avoid situations and personal safety.</p> <p>IMS stated that the attacks are not necessarily racially motivated. Taxis are mobile cash points and over the Xmas period drivers are carrying more money than normal.</p> <p>AM stated that the police seem slow to react to incidents and drivers need educating on how to deal with different situations.</p> <p>PG stated that there seems to be confusion within the trade as to what the police can and can't do. Asked forum members to make a list of questions, these would be feedback to the police and answers obtained which could be communicated to the trade.</p> <p>KG asked IMS if he could produce a report for the next meeting regarding bilking. IMS agreed and asked drivers to provide information regarding problems they may have with the police.</p>	<p>IMS</p>
<p>9. Driver of the year update.</p>	<p>JG stated that Driver of the Year award for the second year will take place on 23rd September 2007 and 6 drivers have got through to the final. Forum members thought it was a good idea and KG confirmed that whilst funding is there then this will continue on an annual basis.</p>	
<p>10. Update convictions.</p>	<p>KG confirmed that since July 2006 there have been 8 licences revoked, 8 refused and 3 pending a decision. 4 drivers are due in court shortly for plying for hire. KG stated that neighbouring authorities are notified of convicted drivers to assist them and also their names are published in the "knowledge".</p> <p>AM stated that enforcement is needed every weekend to stop "flagging".</p> <p>KG confirmed that enforcement is carried out regularly, however the taxi trade in Peterborough is family lead and with co-operation from the companies and the community, flagging could be stopped overnight.</p>	

<p>11. CCTV in vehicles.</p>	<p>Gary Jarvis from Xtron UK gave a presentation regarding CCTV in Hackney Carriages. The system which is already fitted in Hackney Carriage vehicle plate 35 was demonstrated to forum members. The cost complete with an advertising screen and a 2 year warranty is £99.00 plus VAT fully fitted. It has a fully encrypted video which can only be viewed by police or licensing officers. Major benefits of having CCTV fitted are that it will increase protection for the drivers and reduce insurance premiums. Screens for private hire are currently being looked at.</p> <p>One Company King Cars has recently purchased 5 screens for their drivers' protection and their approach to the health and safety of their drivers should be applauded.</p>	
<p>12. Any other business.</p>	<p>KG advised that at the next meeting MOT and badge fees will be discussed as requested by AM.</p>	
<p>13. Date of next meeting.</p>	<p>The date of the next meeting is Tuesday 30th October 2007 at 2pm in the Forli Room.</p>	

Notes of a Meeting of the Hackney Carriage and Private Hire Forum held on
Wednesday 30th January 2008

Present: Omar Taj-Eddine (OTE), Mohammed Shoyib (MS), Councillor Harry Newton (HN), PC Greg Irvine (GI) and PC Naseer Qureshi (NQ).

Officers: Peter Gell (PG), Ken Gray (KG), Ian Robinson (IR), John Goodwin (JG) & Annette Griggs

Agenda Item	Issues	Action
1. Apologies for absence.	Amran Masood, Mohammed Idris and Councillor Graham Murphy.	
2. Minutes of meeting 30 th October 2007.	<p><u>Item 3</u> - KG confirmed that a walkabout with a representative from Capita Symonds took place on 21st January 2007. A new taxi rank to replace the existing bus station will be located facing north at the junction of Westgate and Lincoln Road. Clarification is required as to the number of spaces there will be.</p> <p><u>Item 4</u> - KG advised that the Fitzwilliam Street alterations have been delayed and will not now start until June 2008 taking approximately 2-3 weeks.</p> <p><u>Item 6</u> - OTE confirmed that no feedback had been received from the trade regarding the fee increase, however the trade would like to increase the fares. KG advised that he would require a formal request in writing from the trade.</p> <p><u>Item 7</u> – OTE confirmed that the Forum wish to stay as they are with no additional members.</p> <p><u>Item 8 – (2 year badges)</u> - KG confirmed that having checked with other local authorities the majority are now staying with or moving towards a 1 year licence as it is easier to keep a checks on unreported convictions.</p> <p>KG advised that he will be arranging a visit to the LTI factory in Coventry during early spring. Drivers will be able to speak to the technicians regarding any problems. MS stated that he had heard rumours regarding the re-launching of the new metro-cab.</p> <p><u>Minimum age of drivers</u> - KG stated that according to DFT guidelines there is no minimum age and if the age limit is restricted this could be challenged on Human Rights.</p> <p><u>Plate closure</u> - The trade agreed to leave as it is at present.</p>	<p align="center">KG</p>

<p>.. Carrying children safely in Hackney carriage & private hire vehicles.</p>	<p>Claire George (Road Safety Officer) and Beverly Jones (Road Safety Team Manager) gave a presentation on passenger safety. Posters regarding the carrying of children in private hire/hackney carriage vehicles will be provided for the vehicles and also distributed to the offices. GI stated that not all police officers are aware of the responsibility towards children in private hire/hackney carriages and would also welcome some posters.</p>	<p>CG/BJ</p>
<p>4. Annual renewals 2008/09.</p>	<p>KG advised that the August renewals will be sent out 1/4/08 and new photos will be issued this year. If the forms are not received by 31/8/08 then a new application will have to be completed.</p>	
<p>5. Standard of new applicants.</p>	<p>KG stated that the standard of new applicants are dropping. Proprietors have a duty to ensure that applicants can read and write and although companies have received letters regarding this there has been little effect.</p>	
<p>6. Vehicles leaving engines running whilst stationary.</p>	<p>PG stated that a letter had been received from a member of the public regarding taxis leaving their engines running. PG understood that vehicles need to be warm for the drivers and passengers during the cold weather. PG asked for a pledge from drivers to support the City environmentally and to get drivers to cut vehicle emission where possible.</p> <p>OTE stated that drivers have common sense and would not leave their engines running unnecessarily as this costs money.</p> <p>MS agreed he would speak to the trade regarding this.</p> <p>PG thanked him and explained that this would show the public that drivers and Peterborough City Council act as responsibly as possible.</p> <p>KG stated that emissions for TX vehicles are of a high standard.</p>	
<p>7. Update CCTV cameras.</p>	<p>IR explained that Xtron is an excellent system but has had problems with lkabs obtaining advertising. There is a possibility of Xtron using a slightly different system where adverts are put on remotely and across the board, however a decision would not be made until late February 2008.</p> <p>KG confirmed that if any systems which are already installed and have to be removed Peterborough City Council would pay the fee so no drivers will loose out financially.</p> <p>PG suggested contacting Caroline Parsons (Head of Communications) regarding advertising.</p>	

8. Driver of the year 2008	JG confirmed that Driver of the Years forms will be sent out shortly to all licensed drivers and will need to be returned at the end of March. This year drivers will be asked to use their own vehicles.	
9. Smoking in vehicle – financial penalty.	KG informed members that licensing officers now have the power to issue fixed penalty notices for smoking. The penalty is £30 if paid within 15 days and £50 for over 30 days.	
10. Any other business and formal record of time.	<p>KG thanked the trade for their support transporting OAP's to the Salvation Army on Christmas day. This received a mention in the local press and also in two national magazines.</p> <p>IR asked members if they could feed information back to the trade regarding window tints. These are not acceptable, unless they are supplied and fitted as standard by the manufactures, and will be refused at stage 1 inspection.</p> <p>KG informed members that new legislation will be adopted by Peterborough City Council allowing parking tickets to be issued by CCTV evidence and advised drivers to be aware of obstructing and parking illegally.</p> <p>GI discussed the issues regarding 2 recent assaults on taxi drivers in the Westwood area. The situation is not helped when other taxi drivers arrive at the scene as this causes problems for the police. Some vehicles attended with passengers on board, customer's safety is paramount in these situations. Investigations are continuing in the Westwood area using unmarked vehicles. GI stressed that the police need to be informed if drivers are boycotting certain areas. KG stressed that drivers need to stay inside the vehicle for their protection and dial 999 and not use the 786 call.</p> <p>MS asked about the door stickers for private hire which had been discussed at a previous meeting. KG explained that he was waiting for feedback from the trade. MS and OTE said they were happy for what was previously discussed to be used.</p> <p>The meeting concluded at 3.55pm.</p>	
11. Date of next meeting.	The date of the next meeting is Monday 28 th April 2008 at 2pm in the Forli room.	

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Taxis and Private Hire

The Licensing Section, part of the Environment and Public Protection Services department is responsible for the regulation of the Hackney Carriage and Private Hire Vehicle trades within Peterborough.

In order to ensure that vehicles are safe and suitable for the purpose, the Council has set down minimum standards for vehicle specifications and regular mechanical inspections are carried out. Where a taxi meter is fitted to the vehicle, this is also tested for accuracy. Checks are made to ensure that the appropriate insurance is in place and that vehicles have a Compliance Certificate.

The drivers of hackney carriages and private hire vehicles are also licensed by the Council. They are subject to a check with the Criminal Records Bureau and an annual Police National Computer (PNC) check for the safety of the travelling public.

Peterborough City Council requires them to undergo a medical, reading, writing, driving and knowledge of Peterborough checks before they are granted a licence.

Drivers are also subject to a certificate of good conduct if they have worked or been resident overseas in the last five years.

City Of Peterborough Local Government (Miscellaneous Provisions) Act 1976 - Proposed change in Licensing Conditions.

Notice is hereby given that the Council of the City of Peterborough in exercise of its powers under sections 47(1), 48(2) & 51(2) L.G.M.P. Act 1976 propose to change licensing conditions relating to Hackney Carriage/Private Hire vehicles and drivers, requiring the mandatory fitting of an approved C.C.T.V. system in each licensed vehicle and that all drivers are required to undertake the N.V.Q. Course "Road Passenger Vehicle Driving" within a two year period from the date of Licensing Committee decision. The proposed changes are required to improve the safety of the travelling public and driver.

The C.C.T.V. system will be of a type and specification approved by the authority. The system is fully encrypted and protected against unauthorised access and footage of any specific incident will only be accessible to and downloaded by Cambridgeshire Constabulary.

The proposed N.V.Q. Course will provide the driver with valuable skills in customer service, dealing with conflict, dealing with emergencies, passenger transport legislation, recognising disabilities and impairments and providing sensitive assistance, technology and equipment to support transporting people with disabilities, hazard and risk awareness and licensing legislation.

If any person should wish to lodge any comment or objection to the proposed change in licensing conditions please submit in writing, no later than 18th February 2009 to the Taxi Enforcement Office, The Bungalow, Bridge House, Peterborough PE1 1HU. Any objection or comment received will be considered by Members of the Licensing Committee when they convene to consider this matter and prior to any final decision being made.

Find out more about taxis and private hire vehicles by following these links:

- [Taxi Ranks](#)
- [Taxi Fares](#)
- [Drivers](#)
- [Frequently Asked Questions](#)
- [Private Hire Operators](#)

Our Ref:



Tuesday, 27 January 2009

**Observations from Police in respect of taxi issues -
training, CCTV and private hire door signs**

I am Superintendent 968 Gary Ridgway of Cambridgeshire Police, Deputy Commander, Northern Basic Command unit (Peterborough). This report submitted for the attention of Peterborough taxi and private hire licensing committee.

I have specific responsibility for chairing the Tension Monitoring Group, responsible for fast time response to community tension issues in our city and am the senior crime and operations officer for the division responsible for major crime and critical incidents.

Hackney and Private hire drivers are vulnerable as victims of crime and of being subject to malicious allegations that can be of a sexual nature. That being said, we have to accept that a minority of drivers let down the others by displaying disproportionate levels of aggression to customers and by making inappropriate sexual advances to female customers (particularly those worse the wear through alcohol).

Incidents involving hackney and private hire drivers can, from experience, lead to significant rises in community tension as many drivers are from minority groups. It is essential, therefore, that drivers have trust and confidence in Police and the wider partnership.

Local Police officers have received guidance in the last six months in respect of dealing with offences where taxi drivers are victims of crime. Specifically where drivers have been seriously assaulted, significant resources have been dedicated to the enquiry and in the main this has led to a positive result.

We have approximately ten offences a month where drivers are victims of crime and the majority of these involve persons making off without payment or refusing to pay. It is, in my opinion, these core offences that often lead to frustration. Some officers may perceive that drivers want the police to act as 'debt collectors' and that when arrests are made, drivers don't make themselves available to give statements which leads to wasted police time. This is balanced by officers needing to understand that drivers have a living to make and that they may struggle to be as available as Police would ideally want. We have similar issues with some retail premises in respect of shoplifting and the answer lies with continuing dialogue and the proposals subject of this report.

Door Signs on private Hire vehicles

The most important issue from a Police perspective is the need to protect potential female victims from serious sexual assault by getting in to cars purporting to be private hire vehicles. In the last six months we have had a small number of instances in Peterborough where men have tried to entice women into their vehicle by claiming to be taxis. Thankfully we have not, to our knowledge, had serious sexual offences as a result but it is, in my view, essential that the public are educated to never get into a vehicle that is not a hackney or pre booked. Sadly in recent years we have had a sexually motivated murder in Cambridgeshire where the offender is believed to have employed exactly that tactic to entice his victim into his vehicle.

CCTV

The provision of CCTV (ideally with audio recording capability), accessible only to Police and the parent company would make an immense contribution towards driver and passenger safety, increasing confidence of drivers and customers leading no doubt to an increase in business for hackney/private hire companies.

The issue for me can be summarised in the following points:

1. There is a high public expectation that police will robustly investigate serious sexual and other allegations involving violence, and to be investigated for such an offence (particularly if one is innocent) can be a hugely traumatic event in an individuals' life. The Police have very clear standard operating procedures and use of CCTV in our own premises to ensure that officers and staff are protected. It is not a slight on the drivers to accept that allegations are made and that CCTV would undoubtedly be a significant tool for Police in quickly investigating such matters. This has the potential to lead to a quicker resolution and less distress for drivers. It is important that CCTV evidence is credible and for that reason essential that drivers cannot access the product to ensure confidence in what is produced.
2. On occasions where drivers allege aggressive behaviour by customers or a refusal to pay, it is much easier for Police to take action with CCTV footage. If there are instances where drivers feel Police officers have failed to act appropriately to their concerns, it is also much easier to challenge Police after the event (I would, for instance, welcome such discussions at the taxi forum which would support transparency and confidence). It really is worth drawing a comparison with shoplifting offences where it is routine business for Police to identify offenders from CCTV and deal with them post event. This would overcome some of the difficulties with managing police/driver expectations at the scene.
3. Violence and abuse (particularly if racial in nature) against drivers should not be tolerated and Police do commit to investigating these offences. CCTV evidence raises the likelihood of convictions significantly and CCTV evidence in court is a powerful tool for sentencing. Experience demonstrates that some individuals worse the wear through drink who behave aggressively towards drivers, are often of previous good character and instances that were extremely distressing for

drivers can be presented as little more than 'high spirits' by defence teams in court. CCTV would prevent much of this type of unfair representation of the facts.

NVQ training

Drivers, unfortunately, inevitably sometimes face aggression and drunkenness. I draw a comparison with licensed door-staff, Police community support officers and Police officers. No one, I suggest, would ever consider it appropriate to employ those individuals without giving them appropriate training in conflict resolution and resolving challenging situations. Police know that without appropriate training we would have an increase in officers being hurt and a break down in our relationship with the public. I would suggest it is no different for drivers.

Superintendent Gary Ridgway
Peterborough Police Deputy Commander

Telephone: 01733 453406
Facsimile: 01733 453404
E-Mail: ian.robinson@peterborough.gov.uk
Please ask for: Ian Robinson
Our Ref:
Your Ref:

To whom it may concern

Taxi Enforcement Office
Bridge House
Town Bridge
Peterborough
PE1 1HU

Telephone 01733 747474
Minicom 01733 452421

10th November 2008

Proposed change to Private Hire Vehicle Licensing Conditions – Door Signs

Following a recommendation received from representatives of the Taxi and Private Hire Forum, a report has been prepared and will be presented to the Licensing Committee requesting a change to the current private hire vehicle licensing conditions.

The report requests that condition 2(c) should be amended to read: "The vehicle to display on the rear passenger doors "Private Hire Vehicle – Insurance Invalid Unless Pre-booked with Operator" door stickers, as issued by Peterborough City Council and be permitted to advertise the name and telephone number of the operator employing the vehicle, and that the words "Taxi" or "Cab" are not featured."

If any person wishes to object to the proposed change, they are requested to supply details of their objection in writing to the Taxi Enforcement Office, no later than the 10th December 2008.

Yours sincerely

Ken Gray
Licensing Enforcement Officer



2008-2009
Improving Accessibility



Executive Director: Paul Phillipson

Mr B Holland
Barrys Private Hire



Thursday 27th November 2008

Dear Mr Robinson

I have recently been contacted by the Taxi Enforcement Office regarding signage on my private hire vehicle and was asked to put my comments in writing to you.

As the owner of a small one vehicle business, I feel that it is not necessary for me to have signage on my vehicle. I only carry out airport and seaport work, as my customers are people going on holiday and corporate account work. I do not do local pickups for people going to pubs, clubs, shopping etc.

As it is, contact numbers for my business are my mobiles and personal home phone and on numerous occasions my family are disturbed in the early hours of the morning, by people wanting to be picked up from the local pubs and we have to explain that this is not a service that we offer.

During the day, when I am at my busiest, my vehicle is parked outside my home address. I am very concerned that if I was to be forced to have signage on my vehicle, this would mean an increase in phone calls at all hours of the day.

I understand that the enforcement office is trying to make it easier for the public to identify private hire vehicles, but in my case it will not be of any benefit.

Should you wish to discuss this matter further, please do not hesitate in contacting me.

Yours Sincerely

Mr B Holland
Barrys Private Hire

A2B Euro Cars Ltd

29 London Road Peterborough PE2 8AN
Tel 01733 566666 / 569999

17th November, 2008.
Ref. New Door Signage

To Taxi Enforcement

Following your letter sent out to all Private Hire Companies and drivers I would like to know a few more details.

How would the proposed door signs be designed?
Will there be a small sticker on each rear door or is this lettering to be subject to the same rules as the signs on the front doors of a Private Hire Cars.
For what reason is this rule being proposed?
How soon would this change need to be implemented?
Who is going to pay for the cost of replacing the current door signs we have already printed?

If the wording is to follow the same rules as the front door (2" lettering) then this could be very detrimental to all Private Hire Drivers.

No one would want the words INSURANCE INVALID printed on the side of there vehicle no matter what capacity it was there for.

If the city council and taxi enforcement wish to distinguish a Private Hire Car from other cars on the road why not!!!

Put a large roof sign on top of every Private Hire vehicle saying Private hire only.
Stop driver from using magnetic door signs that can easily be removed.
Put sighs inside all vehicles showing the difference between Private Hire and Hackney Cabs.
Put the Yellow Private Hire Plate on both the front and the rear of the vehicle.

All company owners are aware of the problems Taxi Enforcement face with Private Hire Drivers trying to apply for hire on the streets. Maybe its time the city council look at why the general public prefer to use a private hire vehicle to travel home in at the end of a night out rather than use a hackney cab that is parked right outside the pub or night club they have just walked out of.

A2B Euro Cars Ltd would be like request permission to put roof signs on all of their Private Hire Cars.

Yours Sincerely,

Nigel Clipston
Operations Manager
A2B Euro Cars Ltd

A2B Euro Cars Ltd is the parent company for Euro Cabs, A2B Cars, DAD Cars, Rainbow Cars.
Company Head Office 29 London Road Fletton Peterborough PE2 8AN
Telephone 01733 566666 Fax 01733 563223 a2beurocarsltd@btconnect.com
Registration No. 5230081 VAT No. 854 9262 93

POSH CARZ LIMITED

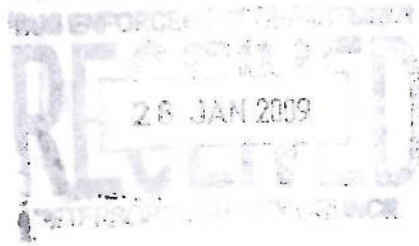
Company Reg No 4759265 *incorporating*

HEREWARD EXECUTIVE CARS & ENROUTE

7 Fengate
Peterborough
PE1 5BA
Tel 01733 315551
email: kevin@poshcarz.co.uk

28 January 2009

Mr Ken Gray
Taxi Enforcement Officer
Peterborough City Council
Bridge House
Town Bridge
Peterborough
PE1 1HB



Dear Ken

I would be grateful if you could bring the following point up at the next Hackney Carriage and Private Hire Forum meeting:

I understand there is a new motion being put forward that private hire vehicles display large door plates stating that the vehicles are for private hire only and that they must be pre-booked. I totally agree that the public should be made aware of the rules for private hire vehicles and should be protected from drivers working illegally in the City.


We run a fleet of executive vehicles which although classed as private hire vehicles they work in a different way in that the jobs are all booked at least a day in advance and they are all 'long run' jobs, mainly to airports. The passengers are mostly business clients several of whom are CEO's or similar of large companies. These clients pay a premium for an executive car, not only for comfort but also for safety reasons. Travelling in a car with door stickers will draw attention to these high profile passengers which could actually compromise their safety.

My request is that, if this motion is passed, our executive vehicles be exempt from exhibiting these door plates. In East Northamptonshire the council have a policy where executive cars can apply to have a 'discrete' plate which is a small tax disc size badge displayed in the windscreen rather than a plate to the rear. We have already lost business to a company using these badges and fear we may lose more in the future with this new legislation.

I very much hope the committee will understand my reasoning and pass a favourable decision to my request.

Many thanks for your help.

Yours sincerely



Kevin Crighton
Company Director

THE NATIONAL PRIVATE HIRE ASSOCIATION



8 Silver Street, Bury, Lancashire BL9 0EX. Tel: 0161-280 2800 Fax: 0161-280 7787 Email: npha@btconnect.com

13 February 2009

To the Chief Hackney Carriage/Private Hire Licensing Officer:
All Licensing Authorities - England and Wales

Dear Colleague

As General Secretary of the National Private Hire Association and Editor of the national trade newspaper Private Hire and Taxi Monthly I receive many comments, articles and questions from our member companies and licensing officers regarding training and qualifications within our industry.

As there has been much controversy in the trade lately regarding the 'buying of qualifications', the number of training companies offering 'inducements' and the increasing number of training providers who have little knowledge of the trade now entering the market to take advantage of the generous funding, we felt that it would be beneficial to all concerned if we circulated some updated information with respect to the current position on industry training.

This letter outlines the journey so far, government funding, the facts regarding the training and assessment and the preferred route of the NPHA in raising the skills in our industry to Level 2 and beyond.

The Journey so far

In 2003 the NPHA initiated the first Government approved qualification for our industry; this required the setting up of a separate company with industry and training experts to develop a bespoke qualification for our industry at level 2. This would place the Taxi and Private Hire industry at the same level as other passenger transport providers such as bus and coach.

The qualification chosen was a vocationally related qualification (VRQ) as it provided the training inputs, the knowledge and understanding necessary for taxi and private hire drivers to carry out their work to a high standard, and finally external assessment was chosen so that necessary rigour was established especially in areas of safety and regulatory knowledge. The awarding body selected for the VRQ qualification was Edexcel, who are the largest awarding body in the UK and the provider of the respected BTEC range of vocational qualifications; and who provide an on-line examination service with a random selection of questions from a data bank of over 700 questions, to ensure a totally professional examination process.

As there was no history of qualifications in our industry, the NPHA promoted the idea of providing all new centres and candidates with all the support materials necessary to ensure

These monetary sums can attract training companies that have little knowledge of the passenger transport industry but every intention of accruing the maximum income for the least possible effort. Many complaints are from training companies who are doing the BTEC/NVQ as recommended in this letter, being undermined by companies who have little knowledge of our industry but are using an NVQ model without the BTEC practical training, the all-important regulations or any external assessment.

Continuing on this theme, one of the questions we are asked most frequently by licensing managers when discussing potential training is: "Where is the nearest training centre for candidates from our area? Where can we send them to gain these qualifications?"

Therefore we thought it would be appropriate to send you a list of the current training centres that are accredited by Edexcel to deliver the BTEC and NVQ.

We wish to highlight the fact that 15 new training centres have gained centre approval since the beginning of the year, and more of these accredited centres are opening on a regular basis. If you need an update on the centre list, please contact us at any time.

If your licensing authority is considering to mandate these qualifications here are some pointers. VRQs are not funded by Train to Gain so the BTEC and other VRQs can be mandated without fear of losing funding. NVQs on the other hand are funded by Train to Gain and mandating these qualifications will lose the funding. Therefore the way forward may be to consider mandating the BTEC or other VRQ with encouragement to the trade to undertake the NVQ. This encouragement could take the form of rewarding successful candidates by:-

- giving existing drivers who have a low skill base sufficient time to acquire the Skills for Life/BTEC/NVQ (e.g 1-3 years)
- providing school and Social Services contracts and selected benefits only to BTEC/NVQ qualified drivers; this is becoming the chosen route for contract tender by many local authorities
- 'selected benefits' could include a reduced licence fee, as has happened in Oldham for their highest standard of operators
- extending the licensing period from 1 year to 3 years for BTEC/NVQ qualified drivers
- providing special badges for qualified drivers so that the travelling public is aware that the council has a policy of 'customer first' and they are travelling with a 'trained driver'

The obvious advantage for local authorities that wish to encourage drivers to take these qualifications – or indeed licensing authorities that wish to mandate a VRQ – is that there is no cost whatsoever to the local authority, as the training is provided externally. And as this training is funded, it doesn't cost the drivers anything either.

The National Association's approach

The NPHA's policy is quite clear: we want the best possible outcome – and thus income – for our drivers; we therefore recommend that all new drivers and existing drivers complete the BTEC or other VRQ followed by an NVQ. This gives the driver the confidence that the training has been completed before the assessment process begins.

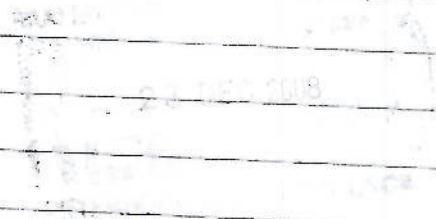
MOHAMMED QADIR

To Mr Robinson

Regarding to your proposals of compulsory NVQ course and cctv system I like say that I couldn't agree more on the latter as driver/passenger safety is very important and if it does become compulsory it should be funded by either the council the Government or the European union as for the NVQ course it should be optional for current drivers and compulsory for future drivers. I look forward to hearing from you and I like to wish a merry Christmas and a happy new year

Thank you

Mohammed Qadir



Ry












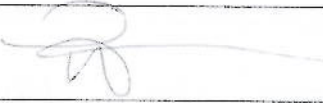



"We the undersigned strongly object to Peterborough City Council's proposal of compulsory CCTV camera's and NVQ course. We strongly feel that taxi enforcement office should meet our representatives to find a common ground".

<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>
ABID HUSSAIN	3588	A. Hussain
ABDUL REHMAN	700	A. Rehman
TARIQ MAHBOOB	53	T. Mahboob
BASHARAT MAHBOOB	57	B. Mahboob
M. SAIED	97	M. Saied
B. RIZWAN	170	B. Rizwan
A. JARAL	56	A. Jaral
AAMER SADDIQUE	254	A. Saddique
FAISAL REHMAN	389	F. Rehman
SAJID MAHMOOD	82	S. Mahmood
ASHFAQ ALAM	184	A. Alam
HASSAN AQLIAD	380	H. Aqliad
MUHAMMAD MAZZAM		M. Mazzam
Mohammed. Adrees	353	M. Adrees
AMJAB H		A. H

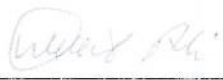




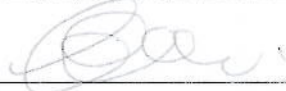

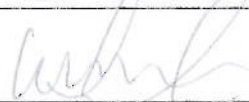





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<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>	
ALI MUSSAIN	287		63
SHIRAZ HAIDEV	46	S CRAZ	04
ANSAR ALI	4		18
IRFAN KHALIL	879		06
NICOL CLIPSTON			69
SHABIR KHAN	49		14
EL BEKERY REDD		El Bekery	26
DURTY LAMEN	343	A. Lamby	31
AMIR NAVEED	145	Amir	66
KUNAN MUGEL	256	K MUGEL	40
SHABBAR KHAN	49	Shabbar Khan	14
MUMTAZ AHMAD	414	Mumtaz Ahmad	19
MAHMOOD HUSSAIN	928	M. Hussain	39
ZAMRIN YAHANFAR	756		
SHERAZ SAWAZ	415	Shera	51

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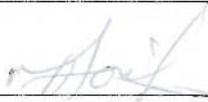

<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>	<u>CAR NUMBER</u>
KHALID FAROOQ	757		
WAQAS AHMAD CHANVY	512		03
AZHAR IQBAL	62		59
ALLAH DITTA	173H		15
MOHAMMAD JUMAIL	946		15
SHAHID HUSSAIN	832		46
MOHAMMED TAUSSEF	158		9
NAVEED NAZAM	631		60
ABBAS KADIR	802		12
HARDIPAL SON	423		44
BASHARAT ALI	855		71
TARIQ HUSSAIN	09		
Kamel Mowalchi	634		42
FAHIR SAEED	188		33
NOOR WAZIR	385		8

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<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>
WAGAR ALI	874	
MAHMOOD LATIF	540	M. Latif
MOHAMMAD IKHLAS	131	
RAJA ASHAQ AHMED	242	
SHAKEEL AHMED	839	
AMJID HUSSAIN	936	
SURINDER SINGH		
IMRAN KHAN	007	
KAMRAN FADIL	349	
ABDUL SHOAB	267	
MOHAMMAD NADEEM	846	
MUHAMMAD ZUBAIR ASHRAF	116	
ZULFIQAR AHMAD	217	
SAJJAD HUSSAIN	694	S. HUSSAIN
YASAR MUSAHAL		

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<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>
Azur Hussain	442	A Hussain
Zulqar Ahmed	296	ZULQAR AHMED
SH. SADIQ		
M.U. GHAZI	44	
M.K. SAKHI	616	
M. HAMIR	123	
M. NAZEEM	476	
M. HUSSAIN	716	M Hussain
M. YASIN	329	Mk
HUSSNAIN ALI	914	
Amjad Ali	932	Amjad Ali
G ALI MIRZA	080	G Ali
Imran ALI Mirza	081	Imran
S. MAHMOOD	699	S. Mahmood















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<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>
Zaid Hussain	543	
MUHAMMAD AURFAN	718	
A. KHUCCIE	190	
SADIQ MUHAMMAD	200	
BASHAR ALI		
MASUD RAHAFI	5349	
ZULFAR AHMED	11296	
K. MUHAMMAD		
KHADIJA HUSSAIN		
A. MAHMOOD	198	
SALIM HUSSAIN		
MUHAMMAD U ANWAR	408	
TANVIR MALIK	351	
MUHAMMAD AKHTAR	337	
M. AZEEM	404	

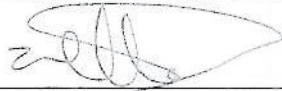
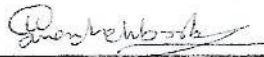







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Name	Badge Number	Signature
S.A. MASIA	478	
M. HASSAN		M. Hassan
Khalid MAHMOUD	137	
M. GHAZALAN	463	m. ghaf
SHOUKAT. ALI	341	S.A.
M. Sabir Khan	769	
A. AZIZ	925	
A SAUD	339	A Saud
M. LATIF	-	
A-BAAKOR	>	A.A.
A - RAZAK	138	
M. SHAHID	211	M. Shahid
S. MOUNTAZI	553	
B. DINARI	557	B. Dinari
O TAJ EDDINE	530	











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<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>
MAHBOOB AHMED	12	
WAHEED JAVED	422	
FATEH ALAM	818	
SADAF ALI	824	
ZAHEER RAFIQ	368	
ARSHAD MEHMOOD	32	
MOHAMMED RAZAQ	109	
R.C. BIGLEY	31	
ABDUL JABBAR	574	
GULRAZ AHMED	384	
M. SARIB	407	
M. FAROOQ	744	
M PATEL	H522	
M. TARIO	212	








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<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>
ZAHRAH IHTIKHAR	625	
Noman Mozammil	656	Noman
USMAN MEHBOOB DAR	38	
COLIN COX	725	
S. D. Masel.	534	
M. MUNSHI	77	M. Munshi
FAROOQ SABIR	101	
RULDAD KHAN	524	
AMJAD HOSSAIN	333	
KAMRAAN QURAISHY	639	
MOHAMMED NAEEM	755	
MOHAMMED SHAHZAD	290	M. Shahzad
MOHAMMED RAMZAN	93	M. Ramzan

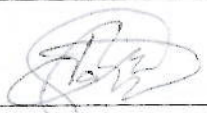
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<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>
AZIZ-UR-REHMAN	88	
SHABIR MUSSAWI	509	
ABDUL-HAMID	47	
MUHAMMAD ISHAK BURESH	315	
ARTIONF YOUNUS	164	
MUNAWAR SHAH	361	Munawar Hussain Shah
HAZIB-UR-REHMAN	188	
M. NAIIB	147	M. Naib
AFTAB AHMAD	293	
L. QURTY	343	
MUMTAZ AHMAD	414	
ZIA. SAKLITW	568	





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<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>
Ibrar Azam	90	I. Azam
MR SAJWAL MOHAMMAD	463	Sajwal
ISMAT RAJA	876	
I. HUSSAIN	683	
M. USMAN	680	
M. Haniffa	397	
Lewin SERRITELIA	156	
M. RAZAQ		
TB. KHATRIA	195 H/C	TB Kataria
SHAZAD MALIK	469 H/C	
ABID HUSSAIN	206	Abid Hussain
SHAFIQ AHMED	298	S. Ahmed

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<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>
MOHAMMAD JABAR	292 H	M. 
P. Khadi	36 H	P. Khadi
A MAHMOOD	438	A Mahmood
I. AHMED	660	I. Ahmed
J-AZIZ	226 H	J. Aziz
M. SAJID	146	M. Sajid
R. Mohammed	39 H	R. Mohammed
M. RAMZAN	593	M. Ramzan
K. HIYAT	240	K. Hiyat
S. AHMED	839	S. Ahmed

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<u>Name</u>	<u>Badge Number</u>	<u>Signature</u>
MOHAMMED IDRIS	328	M. 
AZIZ MOHAMMED	300	A. 
KEITH SIMPLE	75	K. 
Tahir masjid	76	T. 

Peterborough City Council Taxi Enforcement Office

Proposed new door signs – Other local authorities

Authority	Permanent signs	Magnetic signs	In process of adopting Permanent signs	Comments
Aylesbury Vale	Y			Require all PHVs to have door signs affixed (sticky type) except discreet plated vehicles. Trade were not happy initially but comply. If they do not comply the vehicles are suspended until compliance is gained.
Basildon	Y			Basildon hackneys are white with an orange bonnet and boot. They have insisted on their own door stickers for a number of years stating "Basildon District Council – Private Hire this vehicle must be pre-booked". Initially they allowed the PHVs to display magnetic signs, which proved to be difficult as they were forever losing them or having them stolen. They supplied 400 magnetic stickers to PHV drivers (at driver's expense) in 2 years. As a result of the 400 missing signs they identified a safety issue with potential "for a sexual predator to steal the door stickers put them on his Mondeo and trawl for a lone female." The adoption of the permanent sticker was easily adopted as Basingstoke had successfully won an appeals where the judge found in the authority's favour on the grounds of public safety.
Basingstoke	Y			On the grounds of public safety Basingstoke insist on permanent door stickers. The decision was appealed by certain members of the trade, who requested magnetic door signs in the Magistrates and Crown Court. The Crown Court Judge found in the authority's favour.
Blackpool	Y			No comments.
Blaenau Gwent	Y			Require adhesive door signs as a mandatory condition.
Crawley	Y			Require adhesive door signs and under no circumstances will they accept magnetic signs in the interests of public safety.
Eastleigh	Y			Require "No Booking – No Ride" stickers. Black lettering on light coloured cars, white lettering on dark vehicles.
East Staffs			Y	Currently consulting on a range of issues including signage. They are currently in consultation with the trade.

Gwynedd	Y			Insist on adhesive door stickers as they had problems with magnetic signs falling off etc. They use MOGO stickers which do not damage the paintwork when taken off.
Kirklees	Y			Insist on permanently affixed door signs. The trade were opposed to it and try to disguise magnetic signs to look permanent and enforcement is necessary. Some drivers have obtained magnetic panels sprayed the colour of the vehicle which they use to cover signage when the vehicle is "not working".
Leeds	Y			Have permanent door livery on all PHV (a condition of licence). The signs are highly reflective with in-built holographic properties to protect against any attempt to counterfeit. The licence number of the vehicle is included and the sign is tamperproof so it can only be used once. If the sign is placed on a magnet or removed without authorisation it is dealt with by a suspension.
Lichfield	Y			Require permanently affixed adhesive stickers. Case law states PHV is always a PHV so no legitimate reason to remove them.
Milton Keynes	Y		Y	All PHV (except certain plate exempt vehicles) have to display a door sign stating "This vehicle must be pre-booked via an operator" and "Private Hire". The signs can be magnetic or permanently affixed. Any drivers breaching the conditions initially were dealt with and they now comply.
Oxford	Y			No comments
Plymouth	Y		Y	Plymouth currently require "Private Hire" above the PHV number and "Advanced bookings only" below. They have now changed the sign which comes into force in Nov 08 and will state "Plymouth City Council", "Insurance invalid if not pre-booked" and "pre-booked only" surrounding the PHV number.
Preston	Y			Issue adhesive plates which affix to the rear doors, which must be displayed on the upper half panel. The plates show Operator details, PHV number and "must be pre-booked". No door sign is a fail on their vehicle test. The reason for adopting permanent signage: Customers can better identify which vehicle they have booked, Licensing Office can readily identify the firm in the event of a complaint. Anyone unlawfully playing is clearly in a vehicle displaying "pre-booked only." The vehicle's plate number can be viewed from the side and rear.
Rochdale	Y			The vehicle must at all times have displayed on both front doors a permanently fixed vinyl door sign. Prior to this they allowed magnetic signs, however due to regular incidents of signs not being displayed they changed conditions to permanently affixed signs.
Rossendale	Y			All vehicles have adhesive door signs at a cost to the trade of £10.00 per pair, first set free. We have found this is a good way for the public to recognise them as licensed vehicles.

Salisbury	Y	Y	Y	Y	Introduced our own sign in '94. Corporate sign yellow background/green lettering. Can be permanently affixed or mounted on magnets.
Sevenoaks				Y	Sevenoaks cover two licensing areas (Sevenoaks and Tunbridge Wells Borough Council) They are currently in the process of introducing compulsory signage.
South Beds	Y	Y			Have introduced door signs stating, "Advance Bookings Only To Validate Insurance" Despite the advice from Licensing the authority require permanently affixed or magnetic signs. It is still early days and the department are monitoring. If it appears that they are getting problems from magnetic signage they intend to return the issue to committee requesting permanent only.
South Ribble	Y				Permanent door signs introduced 6 years ago. At first there was some resistance, because a few drivers thought the adhesive would damage vehicle paintwork but it is now readily accepted.
South Northants	Y	Y			Similar wording to ours. 18" x 9" signs which are initially supplied free of charge. If magnets are required they are supplied at £20.00 pair. Introduced 2 years old with no objections from the operators but a few grumbles from drivers. Enforcement issue penalty points for failure to display. 12 Points in a 12 month period guarantees an appearance before the committee.
Stevenage				Y	Currently allow the companies to supply signage but have just sent out new policies and conditions for consultation that will require permanently affixed Stevenage Borough Council door signs including the PHY licence number to be permanently affixed to the vehicles. Their current signs are magnetic and are frequently missing from the vehicles or modified to remove "pre-booked / advanced booking only" portions of the sign.
Swindon	Y				Introduced their own signage in 2007. Signs are produced by Lalpac, have the borough logo, plate number and state "insurance invalid if not pre-booked". Three signs displayed in windscreen and two rear passenger windows.
Chorley	Y				Chorley Council stopped insisting on door stickers about 10 years ago following complaints of damage to paintwork. However they have just introduced door signs which have the vehicle's licence number on them. The trade have asked to have magnetic signs but they are going to committee to change the testing rules so that door signs are part of the test. If the vehicle is not fitted with door signs it will not pass the test.
Warrington	?				Issue their own signs "Private Hire Vehicle - Not pre-booked? = No insurance = No ride!
Luton		Y			Luton allow fixed or magnetic signs but are looking to move to adhesive signs as the drivers are abusing the condition.
N E		Y		Y	Currently implementing a new policy. Conditions changed to read "Self-adhesive....."

Derbyshire					signs stating advanced bookings only must be applied permanently to the vehicle (no magnetics). Signs also contain plate number and council logo.
North Tyneside		Y	Y	Y	Supply free adhesive door signs but permit magnetic backings. They have experienced a certain degree of non-compliance which have been followed up with "5 day notices" requiring vehicles to be presented to the office to be checked over, this has some deterrent as it causes proprietors to be put out but they believe 15 – 20 % of the 1200 fleet are still operating without stickers. Steps are being taken to amend licensing conditions, removing the magnetic concession as a result of the Basingstoke decision.
Sandwell		Y	Y	Y	Tried to insist on self-adhesive signs in 2005 and were challenged by 12 Operators who were assisted by the National Private Hire Association. They withdrew the court case and agreed out of court to allow magnetics. However following the Basingstoke case in 2007 they have notified the trade that the decision will be revisited during a full scale review of policy.
Torbay		Y			Torbay accept magnetic door signs but are experiencing problems enforcing the many PHVs driving around without door signs. They wish to introduce permanent signage.
York		Y			All PHVs must display door signs with the name of the company and "private hire vehicle – pre-booked only" in 2" lettering. All signs must be approved by the Licensing Office.
Worthing	Y				Introduced door plates 1/01/08 and adding them as each licence is renewed. Sign is A4 includes the logo, licence number and "advance booking only". Situated on rear doors near the door handle. They experienced some resistance initially, some requesting magnetic signs. After explaining reasons "magnetics come off to easily, no expiry date or registration number, could get lost and/or used by a pirate." and confiscating some magnetic signs that crept in, the message got through.
Wyre		Y			Wyre have door stickers and have been in place 14 years. Allow magnetic and permanent. They are experiencing problems with signs flying off and being stolen by kids and put onto other vehicles.