

Petition Against Point System

We, the undersigned, are concerned hackney and private hire owner drivers and private hire operators who urge the Winchester City Council licensing authority not to implement the point system, as we believe it is not required. In our meeting with the Council Officers, we were told that there are about one or two cases per month in which drivers seem to be "getting away". We believe the point system has too many flaws; it gives too much power to the licensing officer and too many issues are at his/her discretion. If the Council is having issues dealing with a few drivers they should not bring in additional childish rules to benefit themselves. In the meeting we were told that the Council has a low budget, this point system will only prompt more people to seek legal advice on small issues, and hence, the Council will have more issues to deal with at a much larger cost.

Refusing to accept hiring without reasonable cause e.g. drunk or rude customers has penalty points ranging from one-twelve at the discretion of a licensing officer who will be customer focused and not pretending to act as a neutral.

A saloon vehicle should be given three years when licensed for the first time, same as a purpose built or conversion vehicle. After six years from the first date of registration it may be renewed on a yearly basis at the discretion of an authorized officer.

The driver(s) should not be limited to have their medical examination done by their personal general practitioner as this can cost up to £170.00. Medical examinations can now be booked online, in which Doctors can gain access to the applicants records from their personal general practitioner, therefore this should be accepted as it costs less than a third. Also bearing in mind that all personal general practitioners are not happy to do medicals.

It is about time that the drivers licensed by Winchester City Council are given some assistance. Time and time again we hear the Council has asked for a grant for in car CCTV but are refused. The same excuse is used; the budget has already been spent. Each driver pays approximately £300 per year in licensing fees. If there were CCTV's in every vehicle, as our neighboring Council Southampton have, this would help reduce complaints and can also be used as evidence on behalf of both parties, such as the customers and drivers. It can also benefit the Council by cutting out small legal fees which the Council is trying to save.

The drivers of Winchester City Council were told approximately two years ago that we would be given a rank outside the Library, but the Council was waiting for the completion of road works on Jewry Street. Now the Council is complaining that too many drivers are parking outside the City Fish Bar on Jewry Street. Had the Council granted us this rank we would not be facing this problem.

We are told by the Council to keep driving until we find a parking space on the rank. This is extremely inconvenient for the drivers. There is only space for approximately thirty vehicles on the ranks, in which Silver Hill and High Street does not have any business at night. We suggest the High Street rank is removed and an alternate rank is provided. We have been parking on St. Georges Street for the past ten years as a feeder rank, and there have never been any incidents, therefore, we suggest we should be provided with a rank on St. Georges Street or on the High Street between ASK Pizza and HSBC. We also believe we should have a rank outside The Port House for four cars on Thursdays, Fridays and Saturdays after 10 p.m. this will not cause any inconvenience as there is not much traffic at this time, and will also help to disperse people rather than them wondering in the town. It will be beneficial for the Council as well as the Police.

We have been told about a survey which needs to be carried out to stop any additional Hackney Carriages being licensed which has a cost of about £15,000. We have been advised that if each driver is to pay for this it would cost approximately £100 per Hackney Badge holder over three years. At this point we would like to make it clear to the Council that we are willing to pay this amount for the first survey only. If any additional surveys need to be carried out after three years we will not be contributing to the cost.

You will find attached signatures of the drivers that are in agreement to the above mentioned points and are strongly against the Penalty Point System.

THIS PETITION WAS SIGNED BY 96.

Carol Stefanczuk

From: Leigh Crane
 Sent: 28 February 2011 08:17
 To: Licensing
 Subject: Draft conditions

Hi Carol

Thank you for the copies of the draft conditions you gave me. Upon reading them, these are the comments I'd like to make. (not many)

Private Hire Drivers Conditions:-

All seems fair enough.

Private Hire Vehicle Conditions:-

If the age restrictions set out in section 1, saloon vehicles, where strictly enforced then I would be instantly out of business. I understand the reasons for wanting to maintain the image of Winchester's cars, but in the executive market of which I work, I could not possibly afford to buy a car under 2 years old. As you know, I replaced my car last January with a 5 year old Audi A8 with only 47k miles and is like new. This January it was 6 years old and therefore technically too old! Without the exemption stated in sections 1 & 47, it would be impossible for me to operate.

Private Hire Operators Conditions:-

1) Section 16 states the operators address should be within the county of Hampshire. As I understood it, it had to be within the district of Winchester? There are plenty of places in Hampshire which don't fall under the Winchester district authority so I would like some clarification of that point.

2) Section 20 - Sub-contracted work. I don't know of any owner/driver/operator who can possibly adhere to that condition! I work with people from Winchester, Southampton, Fareham & Portsmouth and again, without that diversity of sources of work I would not make a living. Any other business/industry is free to work with whomever they like and if restricted to one small area their businesses would simply fail.

The only other issue I would like to bring up whilst you are looking into your policy updates is to 'executive' private hire vehicles.

A wide variety of people hire an executive chauffeur & vehicle like myself because they want the higher standard of car and service i.e. a smart suited driver in a high end executive car and don't want to be dropped off in something that obviously looks like a 'taxi'.

It is for the above reasons that I think a big square plate hanging off the back of an executive car looks out of place.

I know there are exemptions available and I totally support the fact that the vehicle should be clearly identifiable as having passed the requirements needed by a local authority to carry out it's job, but I think on executive cars it should be more subtle. In London the PCO license is displayed by means of a circular sticker in the top corner of both front and rear windows. They are clearly visible but not as unsightly as a large plastic plate hanging off the back.

The council regulates the cars under it's authority to maintain it's image, so that Winchester looks it's best.

In the same way, I take great pride in the appearance of my car and my image because those 2 factors are the biggest advertisement I have for my business. Most of my work is gained because of who I am and the standards I keep.

Please consider my request, I'm sure there are a lot of other executive drivers who'd agree.

Kind regards
Leigh Crane.

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**Consultation on Draft Hackney Carriage and Private Hire
Conditions of Licence.**

Name JOHN FAIREY Signed _____

MEON VALLEY SERVICES LTD.
Comments on draft conditions:-

Paragraph No.	Comments
6.1	<p>The imposition of this condition is badly timed because of the recession. It is also badly timed for those of us who almost exclusively do school work. HCC are currently reviewing all mainstream and SEN routes and none of us know whether we will have contracts at all after 8th April. It is also inappropriate for school operators anyway.</p> <p>1/ The mileage that we do means that older vehicles can be bought and run on for much longer provided they comply with WCC Plating Requirements.</p> <p>2/ For schoolwork, the overall look of the vehicle is not important. We need vehicles that will put up with children, some very small, clambering in and out with muddy feet. They need to be simple, robust and easy to clean. Looks are not important, safety + reliability are.</p> <p>3/ Cost - for schoolwork - multi-seat vehicles are required. A 2 year old Transit/Vivaro 8 seater is £15K. A 4-5 year old low mileage one is £6K-£7K. Insurance premiums are reflect vehicle values. Not economic.</p> <p>4/ HCC also requires us to have a spare vehicle, licensed and ready for use in emergencies. It is impossible to justify having a high value young vehicle, standing around, plated and unlicensed.</p> <p align="right">P.T.O.</p>

Consultation on Draft Statement of Licensing Policy with respect to Hackney and Private Hire Vehicles, Drivers and Operators.

Name _____ Signed _____

Comments on draft statement of licensing policy:-

Paragraph No.	Comments
CONTINUED	<p>I would suggest that a distinction be made between operators/doing vehicles doing school/SEN work and those doing general private hire work. If they are doing both they need to comply, but if the vehicles <u>only</u> do school/SEN work then they should not need to. Perhaps a different plate?</p> <p>I understand that you are trying to improve the standard of Worcester plated vehicles, but as stated your timing is bad, both because of the recession and HCC reorganisation. Also no account is being taken of the record of of operators. Well maintained/regularly serviced older vehicles are perfectly suitable for low mileage schoolwork. Please check my company's record with Serco.</p> <p>Also what are you going to do about the very old, some badly maintained coaches that carry thousands of children every day? There has to be consistency.</p> <p>Before Christmas I bought a nine year old low mileage 7 seater to replace a 13 year old high mileage vehicle when its plate expires. I trust you will allow me to license this vehicle.</p> <p>Common sense needs to prevail and operating records need to be taken into account before rigidly imposing a condition such as this.</p> <p>I would appreciate a meeting to discuss it further.</p>

Consultation on Draft Statement of Licensing Policy with respect to Hackney and Private Hire Vehicles, Drivers and Operators.

Name Steve Eckton

OFFICE SUPPORT
28 FEB 2011 Signed

Comments on draft statement of licensing policy:-

Paragraph No.	Comments
5.9.	All vehicles should have access from both sides of vehicle (front + Rear Passengers). &
6.3 A	There should be no age limit for private hire to buy their vehicle so long as it is in a satisfactory condition.
Pg 10 (c)	Medical checks should be able to be done wherever the driver chooses, there is a very big difference in cost from surgery to surgery
	In the event of an accident involving a vehicle which is older than six years old. The driver should <u>NOT</u> be able to replace the vehicle with a similar age and should go back to 2/3 year rule paragraph 51(A) and 51(C)

John Myall

From: Robert Skeates [REDACTED]
Sent: 22 February 2011 13:49
To: Licensing
Subject: Draft Statement of Licensing Policy February 2011

Dear Sir/Madam,

With reference to the above noted draft, I wish to comment regarding Section 3 point 6.1 a.

This states that a Saloon vehicle licensed for the 1st time must be less than 2 years old.

This I feel will put my business at a distinct disadvantage, as in the areas I operate (Southwick, Wickham, Boarhunt etc), our competitors tend to be from either Fareham or Hedge End. To my knowledge the Licensing Authorities in these areas do not have the same restrictions, and therefore it is unlikely that I will be able to increase fares to cover the substantial additional costs in replacing my car. The likelihood is that this would in effect most likely make my business far less viable & sustainable in the longer term.

It is also worth pointing out, I believe, that there are some very tidy cars say 5 or 6 years old with very low mileage, which potentially may be better condition & more reliable than a 2 year old car with far higher mileage.

In view of the above I would respectfully ask that the council review this particular part of the proposed new legislation.

Yours Faithfully,

Robert Skeates,
Southwick Private Hire.

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Carol Stefanczuk

From: Chris Shawyer [REDACTED]
Sent: 20 January 2011 20:07
To: Licensing
Cc: Wessex Cars
Subject: Private Hire Consultation Process

Dear sir/madam,

With reference to your recent communication regarding proposed changes to conditions and licensing for private hire taxi drivers.

Having read through all the documents I am in favour of all proposals listed, except one...

Private Hire Vehicles: on licensing for the first time they must not be older than two years, with some room for negotiation.

I have had two private hire vehicles in the last four years and both were under two years old on first registration, but I think stipulating a two year age limit is too severe and I would strongly recommend a three year age limit as being more realistic for most private hire drivers to aspire to.

Chris Shawyer

Private Hire Licence no 0009 : Vehicle no 118

[REDACTED]
mobile:07894 217360

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Carol Stefanczuk

From: Brian Kelly @ Southgate Chauffeurs [info@southgatechauffeurs.co.uk]
Sent: 24 January 2011 09:48
To: Licensing
Subject: Proposal for new Licensing policy for private hire vehicles

Att – Licensing and Registration Manager

Proposed New Licensing Conditions for Private Hire Vehicles

Thank you for your letter dated 17th January regarding the above

I fully support your thoughts in improving the quality of all vehicles licensed by Winchester City Council. I myself have Private Hire Vehicle and operate a Chauffeur business, using a Mercedes E Class Saloon car (Reg M2 BTK) My business is all about the Mercedes Car, it wouldn't work if I were to have a Ford/Toyota vehicle

My concern is as follows: As I understand it, currently you will accept a vehicle up to 6 years, but under the new proposed rules this will be reduced a maximum of 2 years. As I have said , my business is all the Mercedes car, checking on Autotrader , a Mercedes E Class Saloon which is under 2 years old would cost me around £23/25K. In addition to all the other prices increases we are having to absorb, fuel, insurance etc together with the down turn in business it would make trading very difficult.

The jump from 6 years to 2 years is a big step , Could I therefore ask you to relook at this proposal with a view to settling somewhere in the middle

Regards

Bernard Kelly

Southgate Chauffeur Services
Tel No. 07867 555 738
Email: info@southgatechauffeurs.co.uk
Web Site: www.southgatechauffeurs.co.uk

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I SHALL be attending the meeting on Tuesday 8 February 2011

I SHALL NOT be attending the meeting on Tuesday 8 February 2011

If you know someone that will be attending the meeting and will be speaking on your behalf, please state their name; _____

Signed  Date 25-1-11

Comments:-


OFFICE SUPPORT
26 JAN 2011

I would object to the following:-

PRIVATE HIRE VEHICLE CONDITIONS

- 1) AGE OF VEHICLE - SHOULD BE DEPENDANT ON CONDITION
- 48) I WOULD NOT WANT TO "DECORATE" MY CAR WITH UNNECESSARY SIGNS. MY CLIENTS ARE ALL REGULAR CUSTOMERS.

Consultation on Draft Statement of Licensing Policy with respect to Hackney and Private Hire Vehicles, Drivers and Operators.

Name B. HUSSEY Signed 

Comments on draft statement of licensing policy:-

Paragraph No.	Comments
6.	<p>ANY VEHICLE, ONCE REACHING SIX YEARS SHOULD NOT BE ALLOWED TO BE SOLD ON TO ANOTHER OPERATOR.</p> <p>WHAT TIME SCALE WILL BE ALLOWED FOR REPAIR OF ACCIDENT DAMAGE WHERE REPLACEMENT CAR IS NOT APPLICABLE,</p>