

Agenda: Licensed Trade Meeting	
Date: Wednesday 10 October 2018 @ 10.00 am start Council House Please ensure you arrive earlier enough to sign into the visitors system	
Agreement of minutes :	
Matters Arising From the Last Meeting:	
Apologies:	Mrs A walker
Attendees:	Cllrs M Barker (Chair), A Holmes, Skelton, Potter & Pegg. Mr G Matkin (Chadds Cars), Mr N Mansha (Albatross Cars), Mr Amjid Javaid & Mr A Ali (Western Cars), Mr D Wilson (A2Z Licencing), Mr M Afsar (Licence holder), Mr M Khan (Licence holder), Mr L Roach (Licence holder), Mr W Coupland (Licence holder), Mr I Wigley & Mr J Ahktar (DATA), Mr A Chaudhery (Licence holder), Mr D Fitchett (Licence holder), Mr S Quayum (Licence holder), Mr M Kay, Mrs S Mansell, Mr D Basford, Mrs L Keeler & Mr O Idowu.
Any other urgent items to be discussed (Chair's Discretion):	None
Formal Agenda Items:	Responsible Person
<p>1 - Private Hire & Use of Bus Lanes.</p> <p>As a private hire taxi driver, i would like the taxi committee to consider allowing the whole taxi trade to use the bus lanes at the peak times from 7.30am to 9.30 am and 3.30pm to 7pm.</p> <p>The government and local authority is constantly banging on about excessive emissions, but isn't actually doing anything about it. Just allowing the yellow cabs to use the bus lanes is clearly discriminative, and against the private hire part of the taxi trade. Its a mandatory requirement of a taxi driver to take a passenger the shortest, quickest and the cheapest way to their destination. At peak times the passenger is being charged approximately 20% more for the journey due to waiting in stationary traffic, thus increasing more pollution via emissions. It's a burden on the trade in higher fuel costs. It's seems the committee seems to work against the trade when common sense approach should be used.</p> <p>If the emissions are high, let's make an immediate amendment to our problems, not just pass the suggestions to pillar and post to other departments within the authority.</p> <p>We all need to work together and not against the trade, which is already under immense pressure and threat from out of town vehicles.</p> <p>Let's make bold decisions and not bury our heads in the sand.</p>	Mr M Afsar
<p>2 - Online renewals.</p> <p>It has become apparent from the outset some drivers are going to struggle renewing badges online, we have had two DATA board members renew via the online process and they have already identified a number of problems, surely it would make</p>	DATA

<p>sense to have the old way of renewing as well as online renewals, via a form sent out by the council with a badge renewal application, enabling drivers to choose what is best for them online or in person at the licensing desk. We are already getting drivers coming to us asking for help because they haven't a clue about how to renew their badge.</p>	
<p>3 - Council Assistance with regards to proposed changes - And an update on the proposed age restriction. Our members would like to know if there will be any Council assistance with the purchase of vehicles if new more harsher conditions are introduced and if there will be the infrastructure to support such changes. And if retrofitting may be allowed in order to keep current vehicles on the road and compliant with current government emission levels .As suggested on the Council's Agenda for the Council to consider in the main Council meeting, Would they consider the purchase of new Taxis to lease to drivers - could the council also gives us an update on the the current situation regarding any age restriction and what stage we are at with this situation. We would suggest no age limit but biannual testing as this would be enough to take care of any safety issues the Council may have.</p>	<p>DATA</p>
<p>4 - Four week medical window. Our members have been telling us the 4 weeks window to which a driver attends his doctors surgery for a medical and then applying for a badge is not long enough especially now that our council take two years off of a valid and expensive medical, and we agree, we see problems arising especially now the medical is more time consuming for GPs with it being a class 2 medical that is now needed. Some doctors are short staffed and find it hard to fit in Taxi medicals in such a short time span.</p>	<p>DATA</p>
<p>5 - Private Hire Plying for hire. Having spoken with lots of our Hackney members it's become apparent that on mainly Friday and Saturday nights there is a problem with drivers plying for hire in the city, we have had reports that on the morlegde for example cars are reportedly queueing up in wait for customers, although there are some Derby drivers flouting the law the main culprits seem to be the OOT vehicles, we would like to ask enforcement what they are doing about this situation in regards to safeguarding the public of Derby.</p>	<p>DATA</p>
<p>6 - Rank Marking. Is there a possibility of marking rank space more prominently as more and more people park on them when rank space is already</p>	<p>DATA</p>

<p>at a premium. Our members tell us that traffic wardens say that they cannot enforce it as it's not signed or marked properly for them to issue a ticket.</p>	
<p>7 - Minor scratches and dents failing a taxi test . It's been mentioned by some of our members that testing stations are failing vehicles on very minor scratches and dents. We are talking about very small dents, some barely visible. surely this is a bit over the top and in no way are these minor imperfections a danger or have a negative effect of the appearance of the vehicle.</p>	<p>DATA</p>
<p>8 - Yellow interior licence stickers - private hire. These stickers have to be displayed . The problem however is that they don't last long, they start to fade and crease especially after cleaning our vehicles, making them look messy and eventually lose their adhesiveness. Is there a better way the council can produce these compulsory stickers. Perhaps a laminated version would be better suited for the job.</p>	<p>DATA</p>
<p>9 - Standards of Derby City Council highlighted by Councillor Mick Barker. In the previous trade meeting chairman Mick Barker highlighted that Derby City Council has high standards. Can the chairman of the committee explain these high standards, in what way have these high standards benefited the taxi industry in Derby; and how have these high standards benefited in the growth of the night life businesses and the overall outcome. If these high standards were so good, then we should have a perfect solution. Why is the private hire and hackney industry on the decline, more and more drivers are getting badges and plates from out of town Councils and working in derby.</p>	<p>Mr A Chaudhery</p>
<p>10 - Internal modifications against the manufacturers design. When a vehicle comes from the manufacturers its tried and tested, designed that is backed up by the rigorous testing that is backed up by manufacturers evidence. On he other hand, the modification required by the licensing authority is a little too harsh and in my opinion not backed up by any recognised study or any measureable rigorous testing or backed by any hard recognised evidence.</p> <p>As an example, a number of vehicles that have undergone though a council's test have been noted that an additional modification had been demanded from the owner and driver, this we feel is unreasonable and unfair. Some modifications are counter productive to the vehicles manufacturers design, these</p>	<p>Mr A Chaudhery</p>

modifications are forced by the council upon the drivers. In the event of a accident, these modification may have detremental effect and could possible result in injury to passenger. What i am referring to is a unnecessary requirement of a barrier to partition the luggage area.

Drivers feel that the additional modification both spoil the vehicles asthetic appeal and its original design with its functionality

In the last consultation, Derby City Council had decided a VIVA certificate to be bought in which affected the drivers loss of income and several drivers together with new one moving to neighbouring councils .

In basic forms the 76 Act requirements are
Licensing of private hire vehicles.

(1)Subject to the provisions of this Part of this Act, a district council may on the receipt of an application from the proprietor of any vehicle for the grant in respect of such vehicle of a licence to use the vehicle as a private hire vehicle, grant in respect thereof a vehicle licence:

Provided that a district council shall not grant such a licence unless they are satisfied—

(a)that the vehicle is—

(i)suitable in type, size and design for use as a private hire vehicle;

(ii)not of such design and appearance as to lead any person to believe that the vehicle is a hackney carriage;

(iii)in a suitable mechanical condition;

(iv)safe; and

(v)comfortable;

(b)that there is in force in relation to the use of the vehicle a policy of insurance or such security as complies with the requirements of [F2Part VI of the Road Traffic Act 1988], and shall not refuse such a licence for the purpose of limiting the number of vehicles in respect of which such licences are granted by the council.

(2)A district council may attach to the grant of a licence under this section such conditions as they may consider reasonably necessary including, without prejudice to the generality of the

<p>foregoing provisions of this subsection, conditions requiring or prohibiting the display of signs on or from the vehicle to which the licence relates.</p> <p>(3)In every vehicle licence granted under this section there shall be specified—</p> <p>(a)the name and address of—</p>	
<p>4: Date and time of next meeting :</p>	<p>5 December 2018 @ 10.00am Agenda items and attendance to be emailed to taxi.licensing@derby.gov.uk by 9.59 am 28 November 2018</p>