



Licensing Committee **Wednesday, 15th April, 2009**

Place: Council Chamber, Civic Offices, High Street, Epping

Time: 2.00 pm

Democratic Services Officer Adrian Hendry (Research and Democratic Services)
Email: ahendry@eppingforestdc.gov.uk Tel: 01992 564246

Members:

Councillors Mrs P Brooks (Chairman), Mrs P Richardson (Vice-Chairman), K Angold-Stephens, R Barrett, Mrs S Clapp, M Cohen, D Dodeja, Mrs R Gadsby, J Hart, Ms J Hedges, Mrs M McEwen, R Morgan, B Rolfe, Mrs P Smith and J Wyatt

<p>PLEASE NOTE THE START TIME OF THE MEETING</p>

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

(Assistant to the Chief Executive) To declare interests in any item on this agenda.

3. ANY OTHER BUSINESS

Section 100B(4)(b) of the Local Government Act 1972, together with paragraphs (6) and (24) of the Council Procedure Rules contained in the Constitution require that the permission of the Chairman be obtained, after prior notice to the Chief Executive, before urgent business not specified in the agenda (including a supplementary agenda of which the statutory period of notice has been given) may be transacted.

In accordance with Operational Standing Order (6) (non-executive bodies), any item raised by a non-member shall require the support of a member of the Committee concerned and the Chairman of that Committee. Two weeks notice of non-urgent items is required.

4. MINUTES OF THE LICENSING COMMITTEE (Pages 5 - 16)

To confirm the minutes of the Licensing Committee meetings held on 15 October and 12 November 2008.

5. MINUTES OF THE LICENSING SUB-COMMITTEES

Copies of the minutes from the Sub-Committee's meetings will be available for the relevant Chairmen to sign off.

6. QUALITY TAXI PARTNERSHIPS

To receive a presentation from Andrew James, the Transport Strategy Officer at Essex County Council about Quality Taxi Partnerships.

7. EPPING FOREST DISTRICT COUNCIL TAXI LICENSING CONSULTATION (Pages 17 - 46)

(Assistant Director Legal Services) to consider the attached report and appendices.

8. DESIGNATED PUBLIC PLACE ORDERS (Pages 47 - 52)

(Assistant Director Legal Services) to consider the attached report and maps.

8.1 Honey Lane Street Trading (Pages 53 - 60)

(Assistant Director Legal Services) to consider the attached report.

9. APPLICATIONS RECEIVED UNDER THE LICENSING ACT 2003

Under the Licensing Act 2003, officers are required to report on the numbers of applications received and the determinations of those applications. The following table outlines the applications received from 12 November 2008 to the period up to 20 March 2009.

(a) Premises Licence Applications/Variations

Number of new applications	7
Number of renewals	16
Change of Designated Premises Supervisor	44
Number of applications for variation	4
Number of applications granted under delegated authority	4
Number of applications considered by the Sub-Committee	4
Number of applications granted subject to conditions	3
Number of applications refused	1
Number of appeals to Magistrates	0
Temporary Event Notices	71
Reviews	0
Reviews Refused	0

(b) Personal Licence Applications

Number of applications received	29
Number of applications granted under delegated authority	29
Number of applications refused	0
Number of appeals to Magistrates	0

(c) The following table lists the other applications received from 12 November 2008 to the period up to 20 March 2009.

Street Trading applications – refused	0
---------------------------------------	---

10. APPLICATIONS RECEIVED UNDER THE GAMBLING ACT 2005

(a) Gambling Act 2005 - Applications

The following table outlines the applications received from 12 November 2008 to the period up to 20 March 2009.

Number of applications granted	0
Club Gaming permit granted	0
Notification for 2 gaming machines	5

11. REVIEW OF LICENSING SUB-COMMITTEE PROCEDURES

To review the proceedings of the Licensing Sub-Committee held during the preceding period and identify any problems of procedure, policy and organisation that have adversely affected the running of the meetings.

12. REVIEW OF CURRENT AND FUTURE TRAINING NEEDS FOR THE COMMITTEE

To highlight any further training considered necessary for the members tasked with discharging the Council's Licensing function.

13. MATTERS ARISING

To consider any further matters arising in respect of the Council's Licensing function, not covered elsewhere on the agenda.

14. DATE OF NEXT MEETING

The next meeting of the Licensing Committee has been scheduled for 14th October 2009 at 2.00pm in the Council Chamber.

This page is intentionally left blank

EPPING FOREST DISTRICT COUNCIL COMMITTEE MINUTES

Committee: Licensing Committee **Date:** 15 October 2008

Place: Council Chamber, Civic Offices, High Street, Epping **Time:** 2.00 - 3.15 pm

Members Present: Mrs P Brooks (Chairman), Mrs P Richardson (Vice-Chairman), Mrs S Clapp, M Cohen, D Dodeja, Mrs R Gadsby, J Hart, Ms J Hedges, R Morgan, B Rolfe, Mrs P Smith and J Wyatt

Other Councillors: -

Apologies: K Angold-Stephens, R Barrett and Mrs M McEwen

Officers Present: A Mitchell (Assistant Director Legal Services), R Ferriera (Assistant Solicitor), K Tuckey (Senior Licensing Officer) and G J Woodhall (Democratic Services Officer)

1. DECLARATIONS OF INTEREST

There were no declarations of interest pursuant to the Council's Code of Member Conduct.

2. ANY OTHER BUSINESS

It was noted that there was no other urgent business for consideration by the Sub-Committee.

3. MINUTES OF THE LICENSING COMMITTEE

RESOLVED:

That the minutes of the meeting held on 16 April 2008 be taken as read and signed by the Chairman as a correct record.

4. MINUTES OF THE LICENSING SUB-COMMITTEES

RESOLVED:

That the minutes of the following meetings of the Licensing Sub-Committee be taken as read and signed by the relevant Chairmen as a correct record:

- (i) 3 April 2008;
- (ii) 5 June 2008;
- (iii) 3 July 2008;
- (iv) 7 August 2008;

- (v) 4 September 2008; and
- (vi) 2 October 2008.

5. APPLICATIONS RECEIVED UNDER THE LICENSING ACT 2003

The Assistant Director Legal Services reported that in respect of Premises License Applications or Variations, there had been 7 new applications, 340 renewals, 53 Change of Designated Premises Supervisor applications, and 3 applications for variation received. Of these, 9 applications were granted under delegated authority, whilst 1 was considered by the Sub-Committee and none were granted subject to conditions. Two applications had been reviewed and refused. In addition, 130 Temporary Event Notices had also been granted, and 42 Personal Licence applications had been received and granted under delegated authority.

The Assistant Director Legal Services further advised the Committee that two appeals had been outstanding when the agenda had been published, of which one had been refused whilst the other had yet to be heard. It was explained to the Committee that if a licence was revoked then it was temporarily extended if an appeal was launched until the appeal was heard.

RESOLVED:

That the report to the Licensing Committee regarding the current situation in respect of the applications received under the Licensing Act 2003 be noted.

6. APPLICATIONS RECEIVED UNDER THE GAMBLING ACT 2005

The Assistant Director Legal Services reported upon the applications received under the Gambling Act 2005. The Committee were informed that one club gaming permit had been granted, and two notifications had been received for two gaming machines. The Committee were informed that any licences issued were notified to the Gambling Commission, Customs and Excise and the Police.

RESOLVED:

That the report to the Licensing Committee regarding the current situation in respect of the applications received under the Licensing Act 2005 be noted.

7. MISCELLANEOUS LICENSING APPLICATIONS RECEIVED

The Assistant Director Legal Services reported upon the miscellaneous Licensing applications that had been received in the period up to 29 September 2008. An application for a Street Trader's Licence for Rebel's Diner in Honey Lane, Waltham Abbey had been revoked. The Committee were advised that there was no minimum period before a new application could be made if the material facts of the case had changed. The possibility of bestowing prohibited street status upon a number of streets within the District, including Honey Lane, was currently under investigation but it was unlikely that such an order would be made on streets with established markets.

RESOLVED:

That the report to the Licensing Committee regarding the miscellaneous Licensing applications received be noted.

8. REVIEW OF LICENSING SUB-COMMITTEE PROCEDURES

The Committee expressed concern that DVLA Licences for prospective Hackney Carriage and Private Hire Driver's Licence applications were not always printed on the agenda in advance of the meeting and that Sub-Committees were often not receiving details of an applicant's convictions until the meeting itself. The Committee were informed that an applicant's DVLA Licence would not be included on an agenda if the offences were not traffic related and the Criminal Records Bureau would not permit earlier disclosure of an applicant's offences. These procedures had been imposed by the Bureau, not Legal and Licensing Officers, and as this was a very valuable check, Officers were loathe to risk the loss of this facility. The Committee did feel that such applicants should be instructed to bring their full DVLA Licences with them to the meeting.

RESOLVED:

That Hackney Carriage and Private Hire Driver Licence applicants be instructed to bring their full DVLA Licences with them to the meeting.

9. REVIEW OF CURRENT AND FUTURE TRAINING NEEDS FOR THE COMMITTEE

In reviewing the current and future training needs for Members, the Committee felt that the previous training session on the requirements of the Gambling Act 2005 had been extremely beneficial.

10. HACKNEY CARRIAGE AND PRIVATE HIRE REVIEW

The Assistant Director Legal Services presented a report following a review of the various Driver and Vehicle Licence conditions for Hackney Carriage and Private Hire applications, primarily to incorporate changes in legislation. In respect of the conditions for Hackney Carriage and Private Hire Vehicle Licences, the primary amendments were highlighted to the Committee. The Committee also felt that additional conditions should be added to ensure that all vehicle doors should be either front hinged or sliding; that central locking of the doors should not be applied when carrying adult passengers; and that vehicles should not be driven unless the Drivers badge was clearly displayed.

The Assistant Director summarised the main amendments proposed to the Hackney Carriage and Private Hire Driver's Licences, and highlighted the requirement for prospective Drivers to undertake knowledge tests. The Committee felt that an additional condition stating that the vehicle should not be driven unless it was properly plated should be added. The conditions that had been suggested for the Operator's Licence were similar to those that were in operation at other Councils and the Taxi Inspection Report had also been attached.

RESOLVED:

(1) That, as attached to the report, the proposed Private Hire and Hackney Carriage Vehicle Licence Conditions be agreed with the following amendments:

(a) that all vehicle doors be either front hinged or sliding;

(b) that centralised locking of the doors should not be applied when carrying adult passengers; and

- (c) that vehicles should not be driven unless the Driver's badge was clearly displayed;
- (2) That, as attached to the report, the proposed Private Hire and Hackney Carriage Driver's Licence conditions be agreed, subject to the following amendment:
 - (a) that vehicles should not be driven unless they are properly plated;
 - (3) That, as attached to the report, the Operator's Licence Conditions be agreed; and
 - (4) That the Private Hire/Hackney Carriage Taxi Inspection Report be noted.

11. HACKNEY CARRIAGE AND PRIVATE HIRE CONSULTATION

The Assistant Director Legal Services presented a report concerning possible consultation exercises for Hackney Carriage and Private Hire licensing. A review had been undertaken of the conditions imposed by neighbouring authorities. Members had also previously asked that the introduction of incentives for the use of 'green' vehicles and those adapted for use by the disabled should be considered. Officers had felt that a simple knowledge test could be introduced at no extra cost to the Council for new applicants, which could lead to an improvement in the service offered to the public. However, it was acknowledged that there could be a language issue in administering the test. Other possible consultation exercises that had been considered but not proposed were a Driver's test, liveried vehicles, fixed fares and limiting the number of licensed drivers within the District.

The Committee were informed that the most likely form of the test would be for Officers to maintain a pool of approximately 400 questions, periodically updated, of which a random selection of 20 would be made for each test. The Committee hoped that this measure would reduce the number of applications received from applicants living outside the District. The Assistant Director Legal Services was of the opinion that the Council could defend any appeal from an applicant that had only failed the knowledge test if the margin was decisive.

The Committee acknowledged that incentives for the use of 'green' vehicles could incur a loss of income for the Council, but requested that other possible incentives be investigated. On the subject of fixed fares, occasional complaints were received about alleged overcharging but Officers felt that market forces generally stopped the fares within the District from becoming too expensive. Similarly, it was also felt that the Council should not limit the number of licensed Drivers within the District.

The Committee were informed that the consultations would be sent out to existing Drivers, Operators, the Police, Local Councils and Transport Bodies; the results would be reported back at the next scheduled meeting of the Committee on 15 April 2009.

RESOLVED:

- (1) That consultation exercises be authorised with a view to the introduction of:
 - (a) a knowledge test prior to the issue of a Hackney Carriage or Private Hire Driver's Licence;
 - (b) incentives for the use of environmentally friendly vehicles; and

- (c) incentives for the use of vehicles adapted for use by disabled people.

12. HACKNEY CARRIAGE AND PRIVATE HIRE DELEGATED AUTHORITY

The Assistant Director Legal Services presented a report concerning the review of delegated authority for the granting of Hackney Carriage and Private Hire Driver's Licences. The proposed delegation of authority would maintain the position whereby any applicants with relevant driving offences or convictions that were not spent would be referred to the Sub-Committee for a decision. Subject to the correction of some typographical errors and job titles, the Committee felt that the condition regarding disqualification from driving for referral to the Sub-Committee should be extended from five years to ten years.

RESOLVED:

That the delegated authority to grant and renew Hackney Carriage and Private Hire Drivers' Licences be amended as follows:

“(1) All applications for Hackney Carriage and Private Hire Vehicle Driver's licences will be determined by the Director of Corporate Support Services, the Assistant Director Legal Services and the Senior Licensing Officer or suitably qualified officers authorised by them to exercise this function except in the following circumstances when the application will be referred to the Sub-Committee:

(a) where there have been breaches of condition of a previous driver's licence or related law in the preceding twelve months;

(b) an applicant fails to comply with the Council's licensing procedure or meet the experience or medical fitness requirements;

(c) where in the opinion of the Council's medical advisor (or doctor nominated by them), an applicant is not medically fit to hold a driver's licence;

(d) an applicant for a driver's licence has any unspent criminal convictions;

(e) an applicant has motoring convictions listed below:

(i) disqualification from driving by a court for any reason within the preceding ten years;

(ii) an accumulation of a total of 10 or more penalty points from endorsable motoring offences in any of the preceding five years; or

(iii) any unspent conviction for an offence or offences within the following categories:

- CD10 Driving without due care and attention;*
- CD20 Driving without reasonable consideration for other road users;*
- CD30 Driving without due care and attention or without reasonable consideration for other road users;*
- CD40 Causing death through careless driving when unfit through drink;*
- CD50 Causing death by careless driving when unfit through drugs;*
- CD60 Causing death by careless driving with alcohol level above the limit;*
- CD70 Causing death by careless driving then failing to supply a specimen for analysis; or*

- *DD30 Reckless driving;*
- *DD40 Dangerous driving; or*
- *IN10 Using a vehicle uninsured against third party risks; or*
- *SP60 Undefined speed limit offence;*

(2) *Where the Director of Corporate Support Services, the Assistant Director Legal Services or the Senior Licensing Officer consider it appropriate to exercise their discretion by reason of their concern as to the suitability of the applicant they may refer the application to the licensing sub-committee; and*

(3) *The Director of Corporate Support Services, the Assistant Director (Legal) and the Senior Licensing Officer may grant at their discretion a licence for a short period until the next meeting of the licensing sub-committee if a driver wishing to renew his or her licence has committed an offence such that there is no delegated authority to renew the licence.”*

13. MATTERS ARISING

Councillor Cohen informed the Committee that he had met with Chief Inspector Baldwin and discussed various issues concerned with the implementation of the Licensing Act 2003 within the District. It was believed that the Council would be receiving more representations from the Divisional Licensing Officer for establishments within the District, and that the Chief Inspector had requested to be informed of all applications. The Chief Inspector had also suggested the following:

- (i) the imposition of a standard condition on all new licensees to co-operate with the Police at any time;
- (ii) requesting existing licensees to voluntarily add (i) above as a new condition to their licence;
- (iii) using anti-social behaviour legislation to proscribe areas within the District as alcohol exclusion zones; and
- (iv) the possible implementation of a Behave or Be Banned (BoBB) scheme within the District.

The Assistant Director Legal Services asserted that ,for any condition to be added to a licence, a representation by the Police would have to be made which would automatically schedule the application for consideration by a Sub-Committee. The Police would then be requested to attend the meeting and explain the reason for the imposition of the requested condition. The implementation of schemes such as BoBB should not be considered as a blanket condition.

The Committee requested that such measures within the District be investigated further by Officers, and agreed that Chief Inspector Baldwin should be invited to a special meeting of the Licensing Committee, to be held in November 2008.

In response to a question, the Senior Licensing Officer informed the Committee that petrol stations could apply for licences to sell alcohol under the Licensing Act 2003, and that such applications would be granted under delegated authority if no representations were received, until such time as the licence was surrendered or reviewed by request.

RESOLVED:

- (1) That the following measures be investigated further:
 - (a) a standard condition on all new licences to cooperate with the Police when requested;
 - (b) a similar condition to be voluntarily added to all existing licences;
 - (c) the use of anti-social behaviour legislation to proscribe areas within the District as alcohol exclusion zones; and
 - (d) the implementation of a Behave or Be Banned scheme within the District; and
- (2) That Chief Inspector Baldwin be invited to attend and address a special meeting of the Licensing Committee in November 2008.

14. DATE OF NEXT MEETING

The Committee noted that the next regular meeting had been scheduled for 15 April 2009 at 2.00pm in the Council Chamber. A special meeting would be arranged in November 2008 to receive Chief Inspector Baldwin.

CHAIRMAN

This page is intentionally left blank

EPPING FOREST DISTRICT COUNCIL COMMITTEE MINUTES

Committee: Licensing Committee **Date:** Wednesday, 12 November 2008

Place: Council Chamber, Civic Offices, High Street, Epping **Time:** 2.05 - 3.35 pm

Members Present: Mrs P Brooks (Chairman), Mrs P Richardson (Vice-Chairman), K Angold-Stephens, R Barrett, D Dodeja, Mrs R Gadsby, Ms J Hedges, R Morgan, Mrs P Smith and J Wyatt

Other Councillors: -

Apologies: Mrs S Clapp, M Cohen, J Hart and Mrs M McEwen

Officers Present: A Mitchell (Assistant Director Legal Services), R Ferriera (Assistant Solicitor), K Tuckey (Senior Licensing Officer), C Wiggins (Safer Communities Manager), L Cole (Legal Services Officer), D Baker (Planning Officer) and G J Woodhall (Democratic Services Officer)

Also in attendance: J Baldwin, R Phillibrand and S Werrett (Essex Police)

15. DECLARATIONS OF INTEREST

There were no declarations of interest pursuant to the Council's Code of Member Conduct.

16. ANY OTHER BUSINESS

It was noted that there was no other urgent business for consideration by the Sub-Committee.

17. STRATEGIC REVIEW OF LICENSING OBJECTIVES

The Committee received a presentation from Detective Chief Inspector Baldwin of Essex Police regarding the Police initiatives in respect of licensed premises within the Epping Forest District. The Committee was informed that the aim of the meeting was to ascertain what the Police could do more effectively to help the Licensing Committee achieve both the Council's and Essex Police's objectives.

The Chief Inspector outlined the four objectives for partnership working between Essex Police and Epping Forest District Council:

- (i) to reduce the frequency and opportunity for alcohol related incidents requiring partnership involvement;
- (ii) to safeguard members of the community who wish to lawfully attend licensed premises;
- (iii) to prevent and deter offenders from committing anti-social behaviour or criminal acts; and

(iv) to remain committed to providing recommendations, information, guidance and local partnership intelligence to all those involved in the management of licensing in the Epping Forest District.

In the previous twelve months there had been 593 alcohol related crimes, of which approximately 500 had involved injury to a resident. Essex Police wanted Licensees to understand that alcohol related incidents would not be tolerated. There had also been approximately 50 drink-driving offences recorded and an additional 837 alcohol related incidents. On 85 occasions, the person concerned had been too drunk to be interviewed and had to be retained in custody. Details were given of the six operations currently being undertaken by Essex Police, on which information was restricted for operational reasons.

The Chief Inspector outlined the measures that could be undertaken to ensure a safer District. These included greater community cohesion through listening and responding to residents' concerns, shared partnership objectives as part of the "Safer, Cleaner, Greener" initiative, and implementing the "Pubwatch" and "Behave or Be Banned" schemes throughout the District via the "Safer Bars" Accreditation scheme. The Committee were informed that implementation of the "Behave or Be Banned" scheme was at least a year away, however a "Pubwatch" scheme was being launched in Waltham Abbey on 18 November 2008.

The Chief Inspector concluded by outlining his vision for the future of policing licensing within the District. This would include the promotion of a closer working relationship between the Council and Essex Police, the launching of "Pubwatch" within the District in stages, more structure for visits to licensed premises within the District with plans to visit at least one hundred per year, provide more recommendations and input to applications before the Licensing Sub-Committees including better information and intelligence, and improving liaison with the media through positive publicity.

In response to questions from the members of the Licensing Committee, the Chief Inspector acknowledged that Essex Police had not attended enough Licensing Sub-Committees in the past to make representations about applications for particular premises, and to assist the Sub-Committees in better decision making. Internal procedures were being examined so that Essex Police could respond better when considering applications.

The Committee felt that more information should be proffered by the Police regarding offences committed at licensed premises. The Chief Inspector accepted that places where such offences were committed should be policed more proactively and that the Police should exercise their powers to request a licence to be reviewed at an establishment more often. If an establishment stayed open later then generally there would be no extra offences committed but that they would be spread out over a greater time period; which also presented an overtime issue for the Police. It was not known whether water pipes were covered by the anti-smoking legislation. The Chairman thanked the Chief Inspector for his attendance and looked forward to better cooperation between the Council and Essex Police in the future.

18. DATE OF NEXT MEETING

The Committee noted that the next meeting was scheduled for Wednesday 15 April 2009 at 2.00pm in the Council Chamber.

CHAIRMAN

This page is intentionally left blank

Report to Licensing Committee

Date of meeting: 15 April 2009

Subject: Consultation undertaken with regards to Taxis in the District

Officer contact for further information: Kim Tuckey

Committee Secretary: Adrian Hendry



Recommendation:

- 1. Hackney Carriage or Private Hire Vehicles Drivers are not required to undertake a knowledge test.**
- 2. That the drivers are not required to undertake a competency test.**
- 3. To look to ways to advertise the availability of taxis that have been specially adapted for use by disabled people and to review whether this has been of assistance after one year.**
- 4. To take no action with regards to imposing conditions on vehicles relating to green issues.**

Report:

1. The Licensing Committee instructed officers to carry out a consultation regarding:
 - The imposition of a 'knowledge' test for hackney carriage drivers and private hire vehicle drivers
 - Whether drivers should undertake a competency test
 - Access for disabled people to taxis, and
 - Incentives for Green Vehicles.
2. The results of the consultation are attached as an appendix and this report considers the results of the consultation.

Knowledge Test

3. Members will note that the result of the consultation was in favour of requiring new drivers to undertake a test of the driver's knowledge of the area although some respondents pointed out that most drivers now had a Sat. Nav. system. Most thought that it would only be necessary for a driver to be tested when they received their first licence.
4. Officers have made enquiries as to the resources that would be required to introduce a knowledge test. It is possible to ask a driver to answer questions either by means of a paper test or computer. If a computerized test was used the Council would have to purchase a package at a cost of approximately £3,500.

5. Each test would add up to forty-five minutes to the time currently spent with the driver and further time would be taken in setting the tests, reviewing and up dating them and marking the tests.

6. There will be an estimated two hundred and forty new drivers this year. The current members of staff would not be able to incorporate this additional workload into their work.

7. It is considered that if the Council introduced the tests it would be necessary to employ a new member of staff to supervise these tests for seven hours a week. There is no money in the budget for a computer package or to allow for the employment of another member of staff. If Members wished to introduce a knowledge test then additional resources would have to be put into the budget. There are restrictions on recruitment at present.

8. Government Guidance does recommend that a topographical test is introduced for taxi drivers but considers that as private hire vehicles are hired in advance this is not required in the same detail.

9. Government guidance asks that local authorities consider carefully the cost and any likely benefit of any competency test. It is possible to take a test through the Driving Standards Agency. The cost of this test is £69.00 and the test is a higher a higher standard to that of the driving test. The test includes some safety questions. The nearest test centres are at Barnet, Enfield, Bishops Stortford and Goodmayes.

10. The survey results were mixed but mainly they replies were against asking the drivers to undertake a test.

11. Members may wish to consider whether this would be desirable, as it would add to the cost for the driver of obtaining a licence.

Accessibility for Disabled Persons

12. Disabled persons should be able to have ready access not only to vehicles that they have pre-booked but also those they may wish to hire on the street. The Council should therefore keep the availability of such taxis under review.

13. The cost of a wheelchair accessible taxi can be between £20,000 and £30,000. The cost of a second-hand saloon car is between £6,000 to £8,000. This is based on government figures and it is estimated that most vehicles of this type used as taxis are between three and seven years old.

14. The annual cost of running a wheelchair accessible taxi is £1,000 per year more than a typical saloon car.

15. The result of the survey showed that the majority of people were in favour of more taxis that are specially adapted for disabled people being made available. However, this was not a large majority.

16. The comments made by some taxi drivers who have taxis that are adapted for disabled people that there is no demand. However, feedback from disabled groups indicates an unmet demand. It would appear that there needs to be some mechanism for advertising the disabled taxis so that users know where to find them.

17. Rather than impose extra expenditure on taxi owners at this time it is suggested that the Council look to ways to publicize the disabled taxis without endorsing them. The provision of this service will be kept under review.

Environmental Considerations

18. If the Council sought to impose conditions on vehicles used as taxis then this could adversely affect the numbers and availability of vehicles.

19. At present all taxis under five years old are tested at Langston Road twice a year and those over five years must undergo testing three times a year. These tests include one on emissions.

20. The survey asked about incentives for providing more taxis. The replies mostly ask for a reduction in the licence fee.

21. As well as hybrid cars some of the newer cars can be very fuel-efficient. However, the cost of imposing a requirement that only these newer more efficient cars could be used would outweigh the reduction in the licence fee and may affect the number of licensed vehicles in the District.

22. The vehicles are being inspected regularly and it is not recommended that any further action be taken.

This page is intentionally left blank

Epping Forest District Council Taxi Licensing Consultation

The Council, as Licensing Authority for the area, recognises the very important role that Hackney Carriage and Private Hire Vehicles make to strategies such as Crime and Disorder, transport and the environment and requires a fleet that provides a high standard of safety and comfort for all members of the community

Hackney Carriage 'Knowledge' Test

It is proposed that a 'Knowledge' test will be given to applicants wishing to become licensed within Epping Forest District Council. This change is to correspond with neighbouring districts that already have this implemented as part of their licensing criteria. The test would be carried out at the Council offices on first application, on a paper test format. The questions would cover issues of how to get around the district using different routes, knowledge of the area and places of interest. There would also be questions relating to the Highway Code and other areas of good practice eg assistance required by disabled people. The Licensing Authority considers that this would improve services that are offered by the trade and encourage good practice.

Q1 Should a 'Knowledge' test be undertaken by all persons making their first application?

48 Yes

6 No

Please give your reasons or suggestions as to other questions that should be included in the test?

35

Q2 Do you think that the test should be repeated on renewal?

8 Yes

46 No

Please give your reasons

35

Q3 Do you feel that there should be a competency test or an NVQ qualification for licensed drivers?

20 Yes

33 No

Please give your reasons

35

Private Hire

This would be a similar test to the Hackney Carriage 'Knowledge' test. However, as the Private Hire drivers are pre-booked the 'Knowledge' test of routes for the area would be more general.

Q4 Should a 'Knowledge' test be undertaken by all persons making their first application?

38 Yes

9 No

Please give your reasons

30

Q5 Do you think that the test should be repeated on renewal?

5 Yes

40 No

Please give your reasons or suggestions as to other areas that should be included in the test?

26

Q6 Do you feel that there should be a competency test or an NVQ qualification for licensed drivers?

19 Yes

25 No

Please give your reasons

28

Access for the Disabled

The Licensing Authority recognises the need for disabled people to have the right to travel in comfort, therefore we are proposing the Taxi trade improve access to disabled passengers. The Licensing Authority is considering requiring that a proportion of fleet vehicles should have direct access for passengers to travel in the vehicle without the requirement for passengers to leave their wheelchair. This service would improve travel services for members of the public that have this requirement. We propose that each operator should provide wheelchair access vehicles.

Q7 Do you consider that there is a need to provide more access for the disabled passengers?

26 Yes

24 No

Please give your reasons

37

Q8 Do you think that all vehicles should be wheelchair accessible?

6 Yes

48 No

Please give your reasons

39

Q9 Should operators with less than 3 vehicles be exempt?

27 Yes

23 No

Please give your reasons

36

Q10 Should chauffeurs be exempt from the requirement to provide wheelchair access?

28 Yes

20 No

Please give your reasons

34

Q11 If you consider that there should be a condition that an operator provide wheelchair accessible cabs, what percentage of the operator's fleet do you consider should be wheelchair accessible?

44

Incentives Green Vehicles

The Licensing Authority is considering the introduction of conditions that the vehicles being used as Hackney Carriages or Private Hire Vehicles are greener.

Q12 What improvements could be made that would help the Licensing Authority achieve this aim?

41

Q13 Are there any incentives that would encourage fleet operators to provide such vehicles?

40

Your Details?

Q14 Name:

52

Q15 Address:

53

Q16 Telephone:

47

Q17 Email:

30

Thank you for taking part in this consultation, I look forward to your reply

The closing date for this survey is 6 March 2009

For more information regarding this questionnaire you can contact Epping Forest District Council,
Licensing or Corporate Support Services, Assistant Director Alison Mitchell.

This page is intentionally left blank

Epping Forest District Council Taxi Licensing Consultation

The Council, as Licensing Authority for the area, recognises the very important role that Hackney Carriage and Private Hire Vehicles make to strategies such as Crime and Disorder, transport and the environment and requires a fleet that provides a high standard of safety and comfort for all members of the community

Hackney Carriage 'Knowledge' Test

It is proposed that a 'Knowledge' test will be given to applicants wishing to become licensed within Epping Forest District Council. This change is to correspond with neighbouring districts that already have this implemented as part of their licensing criteria. The test would be carried out at the Council offices on first application, on a paper test format. The questions would cover issues of how to get around the district using different routes, knowledge of the area and places of interest. There would also be questions relating to the Highway Code and other areas of good practice eg assistance required by disabled people. The Licensing Authority considers that this would improve services that are offered by the trade and encourage good practice.

Q1 Should a 'Knowledge' test be undertaken by all persons making their first application?

84.2% Yes

10.5% No

Please give your reasons or suggestions as to other questions that should be included in the test?

61.4%

Q2 Do you think that the test should be repeated on renewal?

14.0% Yes

80.7% No

Please give your reasons

61.4%

Q3 Do you feel that there should be a competency test or an NVQ qualification for licensed drivers?

35.1% Yes

57.9% No

Please give your reasons

61.4%

Private Hire

This would be a similar test to the Hackney Carriage 'Knowledge' test. However, as the Private Hire drivers are pre-booked the 'Knowledge' test of routes for the area would be more general.

Q4 Should a 'Knowledge' test be undertaken by all persons making their first application?

66.7% Yes

15.8% No

Please give your reasons

52.6%

Q5 Do you think that the test should be repeated on renewal?

8.8% Yes

70.2% No

Please give your reasons or suggestions as to other areas that should be included in the test?

45.6%

Q6 Do you feel that there should be a competency test or an NVQ qualification for licensed drivers?

33.3% Yes

43.9% No

Please give your reasons

49.1%

Access for the Disabled

The Licensing Authority recognises the need for disabled people to have the right to travel in comfort, therefore we are proposing the Taxi trade improve access to disabled passengers. The Licensing Authority is considering requiring that a proportion of fleet vehicles should have direct access for passengers to travel in the vehicle without the requirement for passengers to leave their wheelchair. This service would improve travel services for members of the public that have this requirement. We propose that each operator should provide wheelchair access vehicles.

Q7 Do you consider that there is a need to provide more access for the disabled passengers?

45.6% Yes

42.1% No

Please give your reasons

64.9%

Q8 Do you think that all vehicles should be wheelchair accessible?

10.5% Yes

84.2% No

Please give your reasons

68.4%

Q9 Should operators with less than 3 vehicles be exempt?

47.4% Yes

40.4% No

Please give your reasons

63.2%

Q10 Should chauffeurs be exempt from the requirement to provide wheelchair access?

49.1% Yes

35.1% No

Please give your reasons

59.6%

Q11 If you consider that there should be a condition that an operator provide wheelchair accessible cabs, what percentage of the operator's fleet do you consider should be wheelchair accessible?

77.2%

Incentives Green Vehicles

The Licensing Authority is considering the introduction of conditions that the vehicles being used as Hackney Carriages or Private Hire Vehicles are greener.

Q12 What improvements could be made that would help the Licensing Authority achieve this aim?

71.9%

Q13 Are there any incentives that would encourage fleet operators to provide such vehicles?

70.2%

Your Details?

Q14 Name:

91.2%

Q15 Address:

93.0%

Q16 Telephone:

82.5%

Q17 Email:

52.6%

Thank you for taking part in this consultation, I look forward to your reply

The closing date for this survey is 6 March 2009

For more information regarding this questionnaire you can contact Epping Forest District Council,
Licensing or Corporate Support Services, Assistant Director Alison Mitchell.

This page is intentionally left blank

Q1a

- Most taxi companies use Sat Nav system so a local knowledge test is not so necessary. A basic knowledge test of major roads and locations could be given but not too detailed.
- All taxi drivers has satnavs these days. Perhaps we should have a condition that they should be equipped with a satnav though. Not practical to have a knowledge test except in the most general sense. How wide to you go? Drivers would need to know West Essex and London but in what detail?
- Test should include many questions identifying the shortest route from point A to B, to cover working area of EFDC. Pin pointing various places of interest on a map. i.e., polices stations, underground, retailers, pubs, clubs (Golf), community centres and schools.
- proof of area they will be working in
- Also the driver should have been driving at least five years and not have to many points for reckless driving.
- I would fully endorse this idea. The test should be set at a level that takes some effort to pass. At least a month of studying the local network and towns should be required to pass.
- A general knowledge of the area would show a commitment to providing a satisfactory service and provide a barrier to casual drivers. It would also provide more confidence to customers. However, navigation devices are in widespread use. It would be important to avoid increasing the cost of a license, which is already very high (given the level of remuneration), and time consuming to obtain. Would you also introduce maximum driver hours to minimise dangerous incidents of tired drivers?
- modern satellite navigation makes is far superior to any possible knowledge test.
- Clarity of speech
- Mainly places of local interest
- Yes, they should have good knowledge of issues before coming into practise
- A knowledge test is a good idea because many new drivers are unfamiliar with the local area because they live in other district
- A knowledge of the local area is imperative
- To prove their dedication
- As a taxi driver it is expected of the public to know where your going
- Because there are drivers where I work that have no knowledge at all
- It is common to hear complaints about drivers not knowing basic knowledge of area
- To improve quality of service by the licensed trade
- Questions regarding customer relations
- As a protection to the customer, all new drivers should do a knowledge test
- A knowledge of a taxis local area important to all
- Airport journeys
- I feel this would put people off and ultimately have a negative effect on the affordability that can be offered by minicabs.
- So they can operate efficiently from the outset
- There are quite a few drivers who have little or no knowledge of area, this reflects badly on other drivers who do.
- But not retrospectively, there are only a finite amount of fares to go round the Epping Forest District therefore anything that limits the amount of new drivers you register can only be a help to us established drivers
- All knowledge helps
- Just not necessary with the advent of Sat Nav.

- Some drivers only mildly aware of geography the District
- Basic knowledge of area essential
- In Line with other authorities
- Customer satisfaction equable fare charging
- To improve services and encourage good practice.
- Ensures good level of knowledge for beginners. Introduce max no. of licenses in district
- Main road name knowledge, town halls, police/train stations

Q2a

- Because Epping Forest District is a small area
- As above
- As above
- In my opinion, this all depends on how difficult the test is. If it is very difficult once on application would be sufficient, however, if test is easy then a yearly or every other year would be fine. But, i think the test should be difficult and taken once on application, this will ensure a good standard of knowledgeable taxi drivers.
- after driving for a year they should already gain knowledge
- possibly every five years to keep the standards high.
- Once passed that should be it, after all knowledge will only increase with experience.
- Likely to increase costs to drivers who would already have gained a knowledge of the area.
- see above
- Why fill in your CV every month
- Because they are already into practise it might discourage license holders to keep this profession. Its an extra burden i.e. expensive and stressful
- I don't think any other local authority including London's PCO renew the knowledge test once its been taken and passed.
- No need to be repeated on yearly basis
- Roads and buildings do not change very much annually. New locations of pubs, clubs, restaurants can be obtained from other drivers.
- As an existing driver you will automatically gain knowledge
- Because if you still cant know your way around by then the company should get rid of you anyway
- I know of no other district that does this, if the first test is stringent enough, further test would be unnecessary
- To allow for new road layout etc
- After a year of working the area it would not be necessary
- No need to re-test once experience is there
- By now the driver would have learnt by doing the job
- It would seem sensible to repeat the test every say 10 years, but not more frequently. The repeat would deal with changes in the road network and would act as a "refresher" on the existing network.
- As above.
- Perhaps every 3/4 years
- Drivers will have already obtained sufficient knowledge of the area
- If the test is stringent enough it will not be necessary
- Once you know the area you know it
- This would seem to be a money making exercise by yourselves we already have to pay out enough yearly without any added expenses we

get precious little back. Where are our taxi ranks in the District apart from Epping?

- Just not necessary.
- No need if passed 1st test
- Not necessary if no problems occur
- With every 12 months additional experience knowledge would automatically improve.
- The Committee feels that as the testing of Hackney Carriage drivers is already quite stringent it therefore suggests a repeat test would only be necessary if there has been a break of more than 3 years in their employment.
- Not time or cost effective
- After 1 year of driving, license holder should know his way around by then!

Q3a

- Not for existing drivers, but for new drivers
- This would restrict and delay people from becoming a taxi driver when they may need to quickly earn money due to redundancy, etc.
- Should be a condition that drivers should be members of the Institute of Advanced Motorists. Not practical for EFDC to set up its own test because of costs involved and extra administration required.
- I do not think this is a test that would benefit passengers. If the knowledge test is hard enough this will automatically separate competent drivers.
- having worked as an assessor in other industries i do not see any gain
- It would help the Council to attain a higher level of driver.
- Anything to improve the customers end product would be good, whether it needs to be a formal qualification I'm not sure.
- In an ideal world this may be beneficial. Taxi driving is often viewed as a short term/temporary occupation and examination/qualifications are unlikely to appeal to the majority of drivers. If such requirements were introduced remuneration would need to improve on a par with Black Cabs.
- How many complaints has the council received about the existing system?
- Driving ability is all that is necessary
- English test and advanced driving test
- They are already into practise, it should be for those who are getting complaints against them.
- I cant see any real benefit for this qualification. Most customer service is just common sense.
- Helps in customer relations
- A driver would naturally treat well behaved passengers with civility
- For new drivers yes. For existing drivers no commonsense should tell you when a passenger requires assistance.
- Because its irrelevant to the job in my opinion
- Maybe for first application
- To keep up the professional standards
- This would add to the ever increasing cost of licensing wither i lost earning whilst training or from being charged for it
- Not for experienced taxi drivers as they have built up their experience
- Experience by doing the job grows

- Passengers are putting their safety in the hands of the driver. It might be preferable to use an existing test (Advanced Motorists or similar) to avoid the costs of setting up and running a new test.
- As above
- Not sure. We want high standards but without cost increases for customers
- So only competent drivers are allowed to operate
- For cost trades and professions this is mandatory licensed drivers should be the same
- Common sense should prevail here and any bad or rude drivers are already dispensed of by firms via customer feedback
- Again this helps and its good to have a qualification
- No, just a way of getting more money off us.
- No need if 1st test is appropriate
- It would be helpful if language problems occur
- Principally passenger safety and satisfaction
- To raise standards.
- Already have high knowledge through experience of working own areas

Q4a

- Pre booked customers need to know that the driver knows where he is going
- As above
- As above
- I strongly believe that there should be no difference in the test for hackney carriage and private hire. The majority (if not all) of hackney carriage drivers in EFDC work through an office where the taxis are pre-booked.
- Not necessary - the 'area' can be anywhere, via airports, central London. In my case, the only work 'in the area' is pick-up and drop-off, via where the customer lives/works. All addresses/journeys are easily pre-planned using online street/route websites. A knowledge test is of no practical use.
- as above
- I see no reason why a test for a Private Hire driver should be different to one for a Hackney driver. 99.9% of my work is pre-booked, I've had just one street hire job in the last four weeks, so for the vast majority of the time the areas Taxi's are operating as private hire cars. This will always be the case until the council introduces more taxi ranks, sets the fares and introduces meters. If the council wants to encourage good practice, why is it virtually the only licensing authority in the country not to do this ?
- Many private hire drivers tout for work outside clubs etc
- see answer 1, plus covering such a vast area it would be impossible. Companies already ensure their drivers know the circuit they work, modern despatch systems supply the best route
- Sat Navs are not always working
- English test and advance driving test
- Yes They should have knowledge before they perform
- A good idea
- To prove their dedication
- As a taxi driver it is expected of the public to know where your going
- It is common to hear complaints about drivers not knowing basic knowledge of area
- To improve quality of service by the licensed trade
- As for Hackney carriage
- This is pre booked hire from numerous pick ups and drops

- Although satnavs are a great help, they cannot deal with the effects of roadwork's, accidents etc, and do not cover the sort of local places of interest
- This would be sensible to achieve high standards
- So they can operate efficiently from the outset
- There are quite a few drivers who have little or no knowledge of area this reflects badly on other drivers who do
- Shows the person wants to help the passenger
- Not necessary for Private Hire. The advent of Satellite Navigation has made this a thing of the past. The "Knowledge" test for Black Cabs is just a way of limiting numbers of drivers and safeguarding their jobs.
- Basic knowledge of area essential
- In line with other authorities
- Level of knowledge required is the same as for Hackney Carriage
- For reason of customer service and operator efficiency.
- Ensures good level of knowledge for beginners. Introduce max no. of licenses in district

Q5a

- Epping Forest is a small area
- as above
- As above
- My suggestion is the same as for hackney carriages drivers.
- See answer to Q.4
- See Q2
- Increases costs.
- as above
- Why keep proving oneself
- As year go pass quick, I think there is no need for that.
- no other authority/organisation does this
- Roads and buildings do not change very much annually. New locations of pubs, clubs, restaurants can be obtained from other drivers.
- As an existing driver you will automatically gain knowledge
- I know of no other district that does this, if the first test is stringent enough, further test would be unnecessary
- To allow for new road layout etc
- A drivers knowledge will only get better as time goes on, so further test will only be a waste of tax payers money
- As for Hackney carriage
- Virtually all drivers use sat navs
- It would seem sensible to repeat the test every say 10 years, but not more frequently. The repeat would deal with changes in the road network and would act as a "refresher" on the existing network. Airport journeys
- Perhaps every 3/4 years
- Drivers will have already obtained sufficient knowledge of the area
- Just not necessary for Private Hire. We know all our customers and routes are known in advance plus we have Sat Nav and Traffic info.
- No need if passed 1st text
- Knowledge would automatically improve over time
- To take account of any changing circumstances.
- Not time or cost effective

Q6a

- Taxi metres should be a must have, as it stops customers being ripped off! You should set the fares! Customers being picked up in the high street of a night and being charged silly prices
- as above
- As above
- Same as above.
- Not sure what this involves so difficult to comment
- See Q3
- Would be beneficial but needs to be cost effective since driver's remuneration is very low at present. See comments Q3
- Driving ability only
- English test and advanced driving test
- License holders who are performing their duties good enough, don't need any further tests Thanks
- No real benefit, just common sense
- A driver would naturally treat well behaved passengers with civility
- For new drivers yes. For existing drivers no common sense should tell you when a passenger requires assistance.
- Maybe for first application
- To allow for new road layout etc
- As I have been a chauffeur for some 20 years and as you may know I drive the Chairman of EFDC. I feel qualified in assisting with your consultation should you need my help
- As for Hackney carriage
- I can not see what help it would be to drivers or public, a mini cab is not a black cab, a private hire driver has ample time to sort out address' and routes prior to the job
- Passengers are putting their safety in the hands of the driver. It might be preferable to use an existing test (Advanced Motorists or similar) to avoid the costs of setting up and running a new test.
- Not sure. We want high standards but without cost increases for customers
- so only competent drivers are allowed to operate
- For most trades and professions this is mandatory licensed drivers should be the same
- No, just a way of getting more money off us. Do you realise how much it costs to license, tax, and insure a private hire vehicle 6 seater with Epping Forest Council? Plus the fact that i have to have a medical every year (cost £120.00) and 3 MOTs a year. Drivers from other areas laugh when i tell them I have to find nearly £3,000.00
- All this will be too costly and too time consuming as costs will be passed on the drivers in increased license fees. In this present climate its hard enough to make a living as it is.
- No need if 1st test appropriate
- Principally passenger safety and satisfaction
- This would increase customer confidence and respect for licensed drivers, as well as safety for passengers. IN ADDITION TO THE ABOVE: i) All operators should have a First Aid qualification and carry a First Aid kit in their vehicle. ii) The Committee has noticed that quite a lot of private hire drivers break the speed limit and should be reminded to observe speed restrictions.
- Already have high knowledge through experience of working own areas

Q7a

- As there is a need for them
- I think this would be a good idea, however it would depend on the costs to the local taxi companies. It should not be too expensive as companies are run on fairly tight margins already.
- A proportion of taxis in a company with 3 vehicles or more should have disabled access. Proportion to be decided by EFDC but it should be up to the company to decide which vehicles have the facility
- I am not sure if there is a need for more vehicles specially adapted for the disabled because i know that certain operators have many vehicles already in use.
- do not find many disabled people use taxis, cost will be very high for companies
- Maybe the Taxi Companies should have a certain amount of vehicles at each office.
- There is very little demand. I know one driver who has had a Peugeot Euro Taxi for the last 3 years, he has never had to use his wheelchair ramp !!!!
- Unless there is a move towards restricting taxis to custom built vehicles this is impractical.
- Every operator of more than 3 vehicles should have 1 fully accessible vehicle always available for hire
- This should be a community project with qualified carers
- Mainly places of local interest
- If possible yes otherwise its still manageable
- I have driven a wheel chair access taxi for five years and only been asked to carry disabled passengers on two occasions
- We find the vehicles we already have are sufficient
- There are enough wheel chair access in Epping already
- No discrimination
- The London taxis have disabled facilities so should local councils providing this
- At my company we have numerous disabled cars
- I drive a wheel chair accessible vehicle, and there is not the demand you would think this is owing to dial a ride council vehicles
- Disable must not be /feel excluded from any service offered
- I have been a hackney carriage driver in the Epping area for approx 14 years and not once needed wheelchair access
- Black cabs are equipped to deal with requirement
- It is difficult to give a firm answer without knowing the extent of provision at present.
- Yes but only in proportion to the demand otherwise costs will increase too much.
- Very few vehicles currently provide this access
- In my experience this is already well catered for
- I think the work is already being adequately covered
- I have been carrying disabled passengers for the last 2 years if the only people I carry and find their is not a lot of work about
- A suitable percentage of our vehicles can be accessed by disabled passengers
- All transport should be provided for all people
- but only for hackney carriage
- Seems sufficient at present community transport also underused

- Not all public transport has disabled access
- I already carry many disabled people with various disabilities as a normal service. Any more severe would require an ambulance
- To provide greater equality for disabled people.
- Disabled passengers are entitled to taxi travel
- Estate cars are often able to deal with wheelchair facilities

Q8a

- One per company is enough
- impractical
- No but there ought to be a minimum provision within a company above a certain size
- Because, in the five years as a taxi driver only once have i been unable to take a disabled person and this was due to a motorised wheelchair that was not foldable. Otherwise, i have always been able to take the disabled.
- I am a single-car operator, so this is impractical. I have had wheelchair customers in the past - wheelchair has gone in boot. An Audi A8 is an Audi A8, and that's it. If I am unable to transport anyone, for any reason, I would not take the booking.
- to costly and minimal used
- I feel that it would be allot of money paid out by each driver, that would not used.
- Absolutely not for the same reason as Q7. If you did go ahead with this for Taxi's, I and nearly every taxi driver I know would switch to a private hire plate. Also wheelchair accessible vehicles tend to be larger and higher off the ground. Many elderly but able bodied folks find these vehicles harder to get into and much prefers saloon cars. So in an attempt to be inclusive to one section of the community you would exclude another.
- Too expensive. There would need to be considerable investment in new vehicles and currently the returns would not justify this. The majority of drivers are self employed.
- The demand would not cover the extra costs, plus running larger vehicles would increase pollution multiply that over all the licensed vehicles and the increase would be considerable
- Provided by EFDC
- In a company only few vehicles are enough to have that facility
- Its not necessary as demand for such a vehicle would not be that high
- We personally feel that 10 in 10 vehicles is sufficient
- Some customers like comfort on long journeys which cannot be given in a adapted van
- Disabled people have the same rights as everyone else
- Not all drivers can afford to purchase such vehicles
- But a company should be given a minimum requirement
- The cost would be far to much
- No but there should be a good quantity in service perhaps 50% of every fleet operator
- Disabled passengers prefer to sit in the vehicle
- Drivers should have the option
- There are vehicle hire firms specific to this need if required
- This would put an excessive cost on operators
- Far too expensive and restrictive to insist on this.
- Only in proportion to the demand otherwise costs will increase too much

- Would be impractical
- Increased driver costs on an already marginal business
- Depends on the type of vehicle
- Carrying people in wheelchair is a lot more involved than what you think. I went on a training course through Essex County Council. Where we learnt to handle people in wheelchairs and how to get them out of the wheelchair in case of fire.
- This type of vehicle can already be requested
- All transport should be provided for all people
- a ridiculous suggestion.
- In all the times I have had a license. I have never not been able to accommodate a disabled customer and their wheelchair
- Impractical and expensive
- I have had no requests for a wheelchair accessible car. On the contrary all disabled passengers I have carried prefer a normal saloon
- The increased cost to operators won't be commercially viable.
- Unrealistic. Six seat vehicles and saloons can't be.
- Most cab firms have wheelchair adapted vehicles

Q9a

- One is enough
- too costly
- Not reasonable if operator has only 1 or 2 vehicles
- See answer to Q.8
- too costly
- Again for financial reasons.
- For a start I can't think of one local operator that has less than three vehicles. But if there were, imposing this regulation would put people out of business.
- I consider your questions do not reflect the nature of how taxi businesses are run - there are very few directly employed drivers. On this basis such vehicles would need to be charged out at a higher rate (to encourage the additional investment in them) which no doubt would infringe discrimination laws.
- see above
- Unless the extra cost is borne by EFDC
- Mainly experience
- Because they might find it very expensive
- I think just one wheelchair access vehicle is reasonable
- They still need to meet certain criteria
- Would not get enough use.
- One rule for everyone
- Again small firms may not be able to afford vehicles
- Would have to be across the board if brought in.
- Cost again
- Compromise dilutes the quality of service offered.
- I find that wheelchair access is really not needed
- I can see no point in this requirement for a very small % requiring it
- Yes - otherwise this would put an excessive cost on operators
- If it were to be brought in, then yes.
- Possibly. We want disabled passenger capability but only in proportion to demand. For example not all Private Hire vehicles have more than 4 seats but

if you have more passengers you will expect to pay more for the larger vehicle

- All operators should comply
- If decision is taken as yes Q8 this would put other drivers at a disadvantage
- Why
- As long as there is a reasonable number of wheelchair vehicles in the area
- N/A
- I have one car that is used in the chauffeur trade only
- N/A
- All or none
- I think all operators should be treated the same if there is sufficient need for an adapted vehicle then they can buy one
- Concerned that unless small operators are exempt they could be faced with a prohibitive financial burden.
- Too restricting for operator

Q10a

- Disabled people want a nice car
- too costly
- If self-employed and owning 2 vehicles or less yes, otherwise no.
- cost again
- The rules can be adapted so it also works for Chauffeurs, without it making it impossible for them to do their job.
- How do you make a top of the range Mercedes or BMW wheelchair accessible ?
- Chauffeur implies a personal service and hence the vehicle would be chosen by the owner/passenger
- lack of suitable vehicles
- I do not know
- Its always good to have more facilities for disabled people
- This is a contradiction in terms. All chauffeur driven vehicles are generally four door saloons which means by their very nature they cannot be wheelchair accessible.
- They still need to meet certain criteria
- Would not get enough use
- One rule for everyone
- Chauffeurs aim at a different market and not everyday transportation
- Would have to be across the board if brought in
- Cost
- None
- All drivers should operate within the same parameters
- From my experience the fold up wheelchair goes into the boot and the person managed with help to car, / the vehicle
- Yes - otherwise this would put an excessive cost on operators
- Probably as this is a slightly different service
- A different client base
- Unless the people can be seated in the car seats it is hard to accommodate a wheelchair in a limousine or saloon unfolded
- N/A
- This would be a need for the employer

- I never need a car with Wheelchair access. If I did I would pass it on to someone qualified to do it.
- N/A
- Hard to get suitable vehicles for this purpose
- Type of car
- All or none
- Again I think all operators drivers should be dealt with in the same way
- This is not practical in a non-adapted vehicle.
- Luxury vehicles cannot carry wheelchairs

Q11

- No the drivers own there own cars
- 10%
- 20%
- One vehicle would be sufficient.
- one percent
- Possibly a ratio of one in every five vehicles in their fleet.
- 10% maximum due to lack of demand.
- If there is a requirement then all licensed taxis should be wheelchair accessible. If not providing an "advertised" wheelchair accessible service would be impracticable i.e. if a company had 1 suitable taxi it may not be available 24hrs or if in use elsewhere a wheelchair user may have to wait hours for a service which may then lead to complaints etc. The questions raised in this paper may lead to a wholesale change in the local taxi business. In addition to the questionnaire I consider you should set up a forum and meet with interested parties.
- one vehicle per operator
- I have not considered this suggestion
- Thirty percent
- One wheel chair vehicle per shift would be reasonable e.g. one night shift and day shift
- 20 percent
- 1 in 10
- 1 per 12 cars
- 100%, but with financial help for the operator and tax relief.
- Age limit on vehicles, discount on licensing fees
- 20%
- I would say at least 5 vehicles
- 50% as stated in Q9
- None
- approx 10%
- Not required unless operator wanted acquire such a vehicle
- 20%
- To answer this question needs market research among the relevant disabled groups
- Only in proportion to the demand otherwise costs will increase too much
- 20%
- I have no opinion on this question
- 10%
- One or two cars per fleet max should cover all requirements
- All vehicles that are Hackney carriage

- At least one vehicle
- 10%
- 80%
- Doesn't apply to me
- 75%
- 5%
- 50%
- 10%
- 25%
- N/A
- The same percentage that represents wheelchair users in the Epping Forest District Council area.
- Up to the same percentage as wheelchair users versus non wheelchair users within population. Take in to consideration that not all wheelchair users will use taxis
- No I do not think there should be a condition - If an operator wishes to advertise that he has wheelchair access, then it is to his advantage, more so than a firm that does not!

Q12

- Limit the age of the vehicles
- Reduce license fees to greener vehicles (similar to road tax bands)
- Can we vary the licence fee according to published emissions used by the DVLA?
- A new taxi vehicle should not be older than five years on first registration and not more than ten years old. This would ensure newer models of cars thus greener and more economical, because cars are always getting greener.
- Grants to assist the drivers to change their vehicles. Also the Drivers, Fleet Operator's and Council all getting together, and working together. The aim being a higher level of service, so the customer wins.
- I don't believe that by saying you want to make vehicles greener you are providing enough information to get an informed answer. However anything that would increase costs to the drivers would, I'm sure, be vigorously opposed.
- Provide grants to encourage use of newer more fuel efficient vehicles. This would need to be introduced progressively since drivers may already have made investment decisions on vehicles that will last up to 5 years.
- all vehicles currently meet EEC emission standards. HYBRID vehicles are not all that green over whole of life, they have a terrible environmental impact when dismantling. The production & destruction of their batteries particularly. Non are wheelchair accessible
- I don't know
- More economic vehicles
- The authority can give them some discounts who are using these kind of vehicles.
- I think this would be a very unpopular move among the licensed taxi trade and would prove costly in updating to new vehicles.
- Costing towards running and purchasing greener vehicles
- None
- Not technically qualified to answer this question
- Age limit on vehicles, discount on licensing fees
- Get older cabs off the road, some are a disgrace that I've seen on other firms

- No
- The introduction of a discounted license for green vehicles
- None needed because as worn out vehicles are replaced by newer vehicles they will become greener, as newer vehicles are greener
- More direct advertising from licensing authority aimed at the user
- I don't know
- To reduce Licensing cost.
- a differential in the licensing fees. See Q13
- LPG powered vehicles.
- This is a good concept. Most hire vehicles are diesel which creates a lot of pollution with soot particles. Diesel emissions are particularly unpleasant for pedestrians and cyclists. Hire vehicles are used continuously so this increases their pollution effect.
- Ban petrol vehicles with large engines
- Not to license vehicles that have poor emissions
- Gas converted vehicles only or small engine diesels
- Vehicles should not be used if they are over a certain age
- More greener vehicles
- Cut back on licensing staff!!!
- No vehicle with emissions over 140 to be licensed at all. Reduction fees for my ones
- Free Licence
- Do not know
- Cheaper licence fees for greener vehicles
- Please see attached letter
- Encouragement to use hybrid and low-emission vehicles as they get cheaper road licences and insurance, as well as greater mileage.
- Introduce max age of vehicles. Introduce meters in all taxis
- Cheaper plates

Q13

- Cost is the only incentive, therefore discounts on green cars or reduced fees to the authority.
- Discount the licence fee as above, or alternatively penalise those with polluting vehicles - possibly not legal though.
- No.
- Again possible Grants or even the Council buying the vehicles and renting them to drivers at each office.
- Grants, subsidies and interest free loans.
- Financial incentives. The introduction of fare metering (depending on the levels set) may provide a better framework to justify investment. At present the sensible way is to run the cheapest vehicle. Current returns to owner drivers is marginal.
- Large Grants
- Yes money
- They should be given time frame and also some funds or loans should be provided to meet this requirement
- Maybe a reduction in annual licensing fees might be an incentive
- Government Grants
- Cheaper licensing for drivers and cabs
- Yes, financial help, discounts and tax relief.

- Discount on fees, green vehicles encourage customers to use companies I know, I drive a Toyota Prius
- Lower licensing fees
- Yes
- Again a discounted operator licence fees
- No
- Some sort of Government grant for conversion of old vehicles
- I suppose money incentives
- Does EFDC provide a list of licensed firms on its website? This would be a good idea in itself. If adopted it could be used to indicate which firms provided greener vehicles.
- Lower or zero duties and fees!
- Yes. The more unpleasant vehicle emissions are for pedestrians, cyclists and the environment the more they should be penalised. Diesel soot emissions is a particular problem. Smaller cubic capacity engines perfectly adequate for our congested roads should be rewarded. Large CC engines penalised.
- Not to license vehicles that have poor emissions
- Lower fees for licensing
- Why should there be any incentives
- Make them more cheaper
- Would help the area
- A hefty grant from the council.
- No vehicle with emissions over 140 to be licensed at all. Reduction fees for my ones
- Free licence
- If they pay less tax
- Cheaper licence fees for greener vehicles
- Matching Parish Council
- A reduction in the licensing fees for such vehicles
- Financial incentives.
- Higher tariff on meter for wheelchair vehicles to reflect extra time taken to load / offload wheelchair
- Discounts on plating large groups of 'green' vehicles

Report to Licensing Committee

Date of meeting: 15 April 2009

Subject: Designated Public Place Orders (DPPO)

Officer contact for further information: Caroline Wiggins – Safer Communities Manager ext: 4122

Committee Secretary: Adrian Hendry, ext.4246



Recommendation:

- 1. That Designated Public Place Orders be made in respect of the following areas:**
 - i) Stonards Hill Recreation Ground, Epping, including the car park, Scout Hut, Jack Silley Pavilion car park, tennis courts, football stand and ground, as shown edged red on Plan No: [1]**
 - ii) Lower Swaines playing fields, Epping, including the public footpath running along the boundary of St Johns School from Lower Swaines to Bury Lane. Garages behind 2 Lower Swaines and public land and highway extending from St Johns School outside numbers 2 – 18 and 1 – 43 Lower Swaines, as shown edged red on Plan No: [2]**
- 2. That all necessary public notices be published in accordance with the legislation to enable the Designated Public Place Orders to take effect.**
- 3. That in the event that representations opposing the making of a DPPO are made as a result of publication of the first public notice and officers are unable to resolve the issue such that the objection is withdrawn a further report shall be brought back to this Committee before the DPPO is made.**
- 4. That a report be brought to this Committee within two years, for their consideration on the effectiveness of the DPPO's and as to whether to continue with, amend or cancel either of them.**

Report:

Background:

1. Designated Public Places Orders (DPPO's) are a tool that can be used by local authorities to deal with the problems of anti-social behaviour resulting from the drinking of alcohol in public places.
2. DPPO's are made by local authorities using powers under Section 13 of the Criminal Justice and Police Act 2001 as amended by Section 26 of the Violent Crime Reduction Act 2006 and the Local Authorities (Alcohol Consumption in Designated Public Places) Regulations 2007.

3. These powers enable local authorities to designate places where restrictions on the public drinking of alcohol will apply. A local authority can make a DPPO in respect of a public place where there is evidence of nuisance or annoyance to members of the public associated with consuming alcohol in that place.

4. Once a DPPO is in place the Police can use their confiscation powers to enforce the restriction. Whilst it is not an offence to consume alcohol within a designated area, the failure to comply with an officer's requests to stop drinking and surrender alcohol without reasonable excuse, is.

5. A formal request for DPPO's to be made in respect of Stonards Hill Recreation Ground and Lower Swaines playing fields was received by the Council from Epping Town Council on 28th August 2008.

6. As a result of this request research was conducted through Essex Police and this indicated that both these areas were suffering from repeated anti-social behaviour related to the consumption of alcohol in these public places.

7. Epping Town Council provided details of the additional costs that it considered to be attributable to the anti-social behaviour and criminal damage linked to the consumption of alcohol within these areas.

£13,000 checking for broken bottles/debris and associated clean up.

£3,000 damage to the roof of the Jack Silley Pavilion.

£800 damage to recreation ground equipment.

£2,000 damage to football shelter.

£500 graffiti removal.

Consultation

8. The legislation requires that a period of statutory consultation must be undertaken prior to the making of a DPPO with statutory consultees. As such officers have consulted with the Chief Officer of the Police for both areas, Epping Town Council and the owners and occupiers of the residential properties adjacent to the areas concerned. This consultation took place between (14th October 2008) and (2nd March 2009).

9. There are no licensed premises within either of the proposed areas.

10. Responses were received from Epping Town Council, Epping Police, St John's School and the Corporation of London; there were no public/local resident responses of support at this time.

11. Epping Town Council requested amendment to the Lower Swaines plan to prevent local displacement. *Give a short explanation as to what this meant* The amended proposal and the plan before this committee now includes the green areas at the front of residential properties, the highway outside St Johns School gates, Lower Swaines and garages situated in Lower Swaines backing onto houses in Tower Road.

12. The Corporation of London requested that displacement issues be monitored at Lower Swaines.

13. These requests have been accommodated and following the amendments to the proposals a second period of consultation took place in relation to Lower Swaines only (as there had been no amendments necessary to the Stonards Hill proposals) commencing on 21st January 2009.

14. Responses of support have been received from Essex Police, City of London and Essex County Council, Epping Town Council and five local residents. If there are any more

responses received these will be reported verbally to the Committee.

15. Officers have given both Epping Town Council and City of London confirmation that the East Joint Area Action Group would monitor displacement and enforcement issues.

Making the DPPO

16. If Members are minded to authorise the making of these two DPPO's the first step will be for a public notice to be published in the local press, which will invite representations as to whether or not the DPPO should be made. The DPPO's cannot be made and sealed by the Council until at least 28 days after the date of the public notice.

17. If representations should be received opposing the making of the DPPO's such representations will be considered by Officers and if they cannot be resolved, Officers will bring a further report to Committee for a decision as to whether or not to proceed with the DPPO in the light of the representations made.

18. If no adverse representations are made the DPPO's will be made and a further public notice must be published in the local press, which in addition to other matters will indicate the date on which the DPPO will take effect.

Taking Effect

19. The DPPO's will only take effect after publication and the appropriate signs (designed in accordance with the regulations) have been erected in the place identified.

Future Evaluation

20. It is recommended that this report be brought to this committee within two years, for their consideration on the effectiveness of the DPPOs and as to whether to continue with, amend or cancel either of them.

Resource implications:

The costs of publishing the statutory public notices and the production and erection of the necessary signage can be met from existing Safer Communities and Essex Police resources

Legal and Governance Implication:

The making of the DPPO's is in accordance with the Councils powers under the Criminal Justice and Police Act 2001 and will give the Police power to confiscate

Safer, Cleaner, Greener Implications:

The improvement in the amenity value of two open spaces within the district

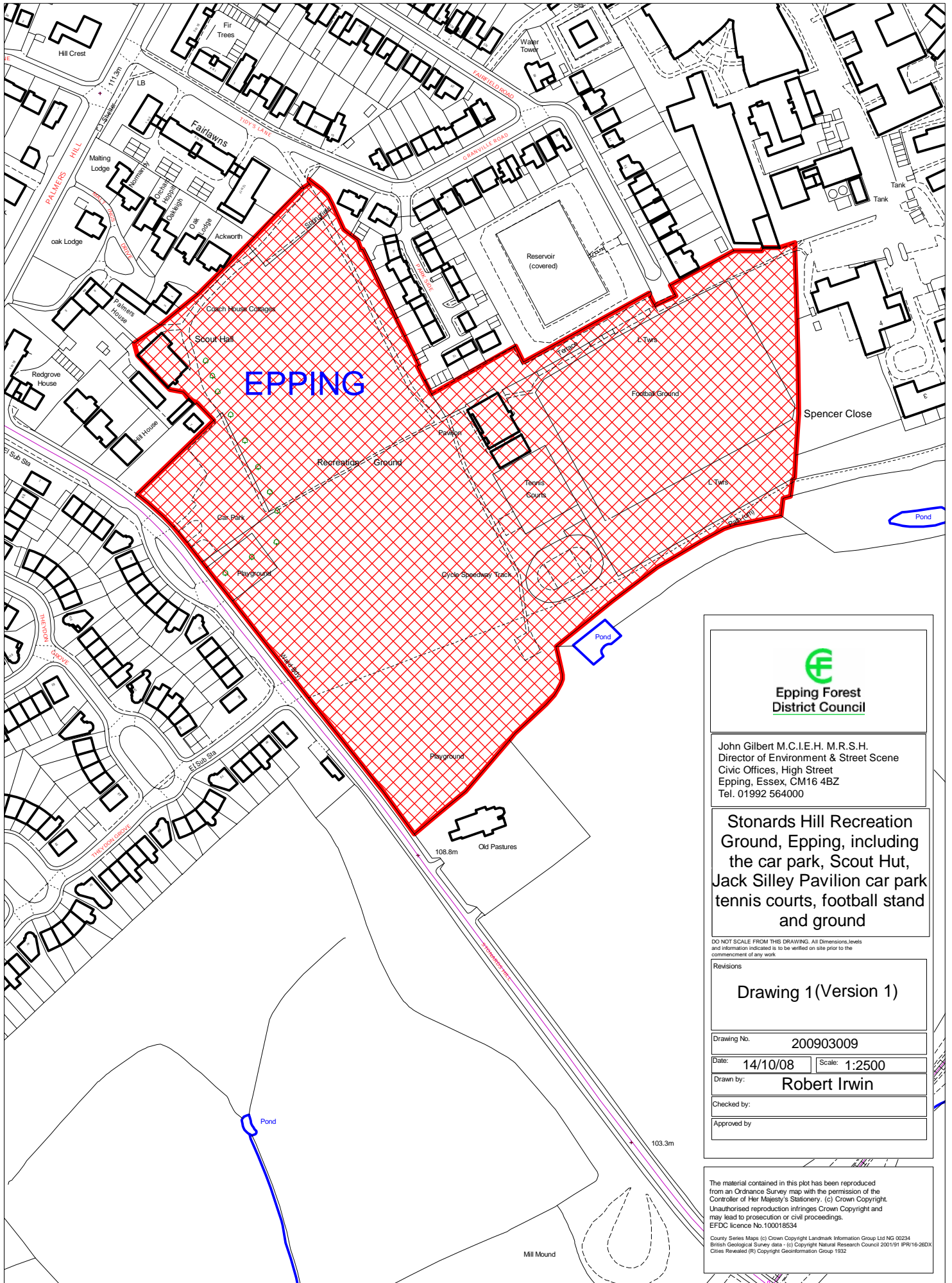
Consultation Undertaken: As outlined in the report.

Background papers: Consultation responses, DPPO area maps.

Impact Assessments:

An impact assessment will be undertaken following the implementation of the scheme.

This page is intentionally left blank



EPPING


**Epping Forest
District Council**

John Gilbert M.C.I.E.H. M.R.S.H.
 Director of Environment & Street Scene
 Civic Offices, High Street
 Epping, Essex, CM16 4BZ
 Tel. 01992 564000

**Stonards Hill Recreation
Ground, Epping, including
the car park, Scout Hut,
Jack Silley Pavilion car park
tennis courts, football stand
and ground**

DO NOT SCALE FROM THIS DRAWING. All Dimensions, levels and information indicated is to be verified on site prior to the commencement of any work.

Revisions	
Drawing 1 (Version 1)	
Drawing No.	200903009
Date:	14/10/08
	Scale: 1:2500
Drawn by:	Robert Irwin
Checked by:	
Approved by:	

The material contained in this plot has been reproduced from an Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery. (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. EFDC licence No. 100018534
 County Series Maps (c) Crown Copyright Landmark Information Group Ltd NG 00234
 British Geological Survey data - (c) Copyright Natural Research Council 2001/91 IPRI 16-26DX
 Cities Revealed (R) Copyright Geoinformation Group 1932



Epping Forest District Council

John Gilbert M.C.I.E.H. M.R.S.H.
Director of Environment & Street Scene
Civic Offices, High Street
Epping, Essex, CM16 4BZ
Tel. 011992 564000

Lower Swaines playing fields, Epping, including the public footpath running along the boundary of St John's School from Lower Swaines to Bury Lane. Garages behind 2 Lower Swaines and public land and highway extending from St John's School outside numbers 2 - 18 and 1 - 43 Lower Swaines

DO NOT SCALE FROM THIS DRAWING. All dimensions, levels and information indicated is to be verified on the plot to the commencement of any work.

Revisions

Drawing 2 (Version 2)

Drawing No. 200903010

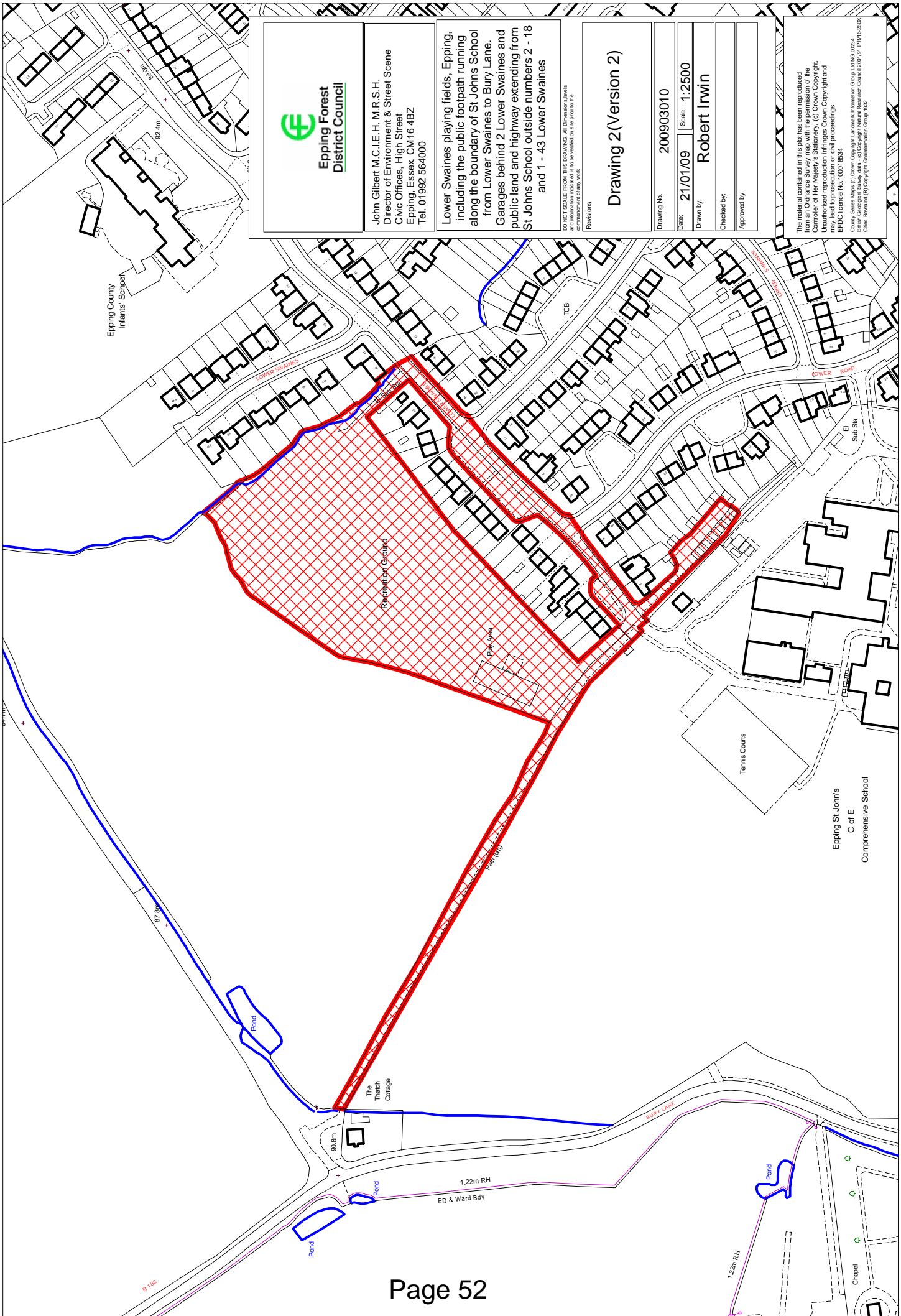
Date: 21/01/09 Scale: 1:2500

Drawn by: Robert Irwin

Checked by:

Approved by:

The material contained in this plan has been reproduced from an Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery. (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may be liable to criminal proceedings. EFD/C Reference No: 100018534
This plan is subject to the Ordnance Survey Licence No: 100018534. It is published by Epping Forest District Council. © Copyright Natural Resources Council 2001/01/01 BPA 1/06/2002
Cities Revealed (R) Copyright GeoInformation Group 1932



Report to Licensing Committee
Date of meeting: 15th April 2009

Subject: Honey Lane Street Trading

Officer contact for further information: Kim Tuckey

Committee Secretary: Adrian Hendry, 4246



Decision Required:

To determine if Honey Lane should become a “no street trading area”.

Report: :

1. EFDC have been approached by Waltham Abbey Town Council, for a decision on changing the Honey Lane site into a non consent street.
2. The Senior Licensing officer received a letter form Waltham Abbey Town Council requesting that the Honey Lane site should not be a consent street. The Senior Licensing Officer wrote to the Highway department and the police to seek their views on this. Essex County Council Highways department support this action, although a brief email response from Essex Police does not support this view.
3. If members were minded to implement this, it would involve a full consultation process and adoption.

Attached documents below

Letter to The Senior Licensing Officer from Waltham Abbey Town Council
Letter from The Senior Licensing Officer to the Highways Department
E.mail response from Essex Police



WALTHAM ABBEY TOWN COUNCIL

TOWN HALL, WALTHAM ABBEY, ESSEX, EN9 1DE

E-Mail: Townclerk@walthamabbey-tc.gov.uk

TEL: 01992 714949

FAX: 01992 716234

R. K. JAMES Cert H. E. (LCA) IPSM
Town Clerk and
Chief Financial Officer

YOUR REF.

OUR REF.

RKJ/BAH/A16

16th December 2008

Dear Kim,

Honey Lane, Waltham Abbey

At a recent meeting of the Town Council members discussed further the parking situation on a length of Honey Lane between the motorway access roads, I enclose a map highlighting the area.

As you know this has been the subject of considerable discussion in recent months particularly due to the use of the lay-by by a refreshment van. Although the operator of this unit failed to obtain a licence to continue trading in the area Members are concerned that other operators may be successful in the future. In an effort to maintain a clear and safe route between the access roads the Town Council request the Licensing Authority gives consideration to classifying this length of road as a 'non-consent' road.

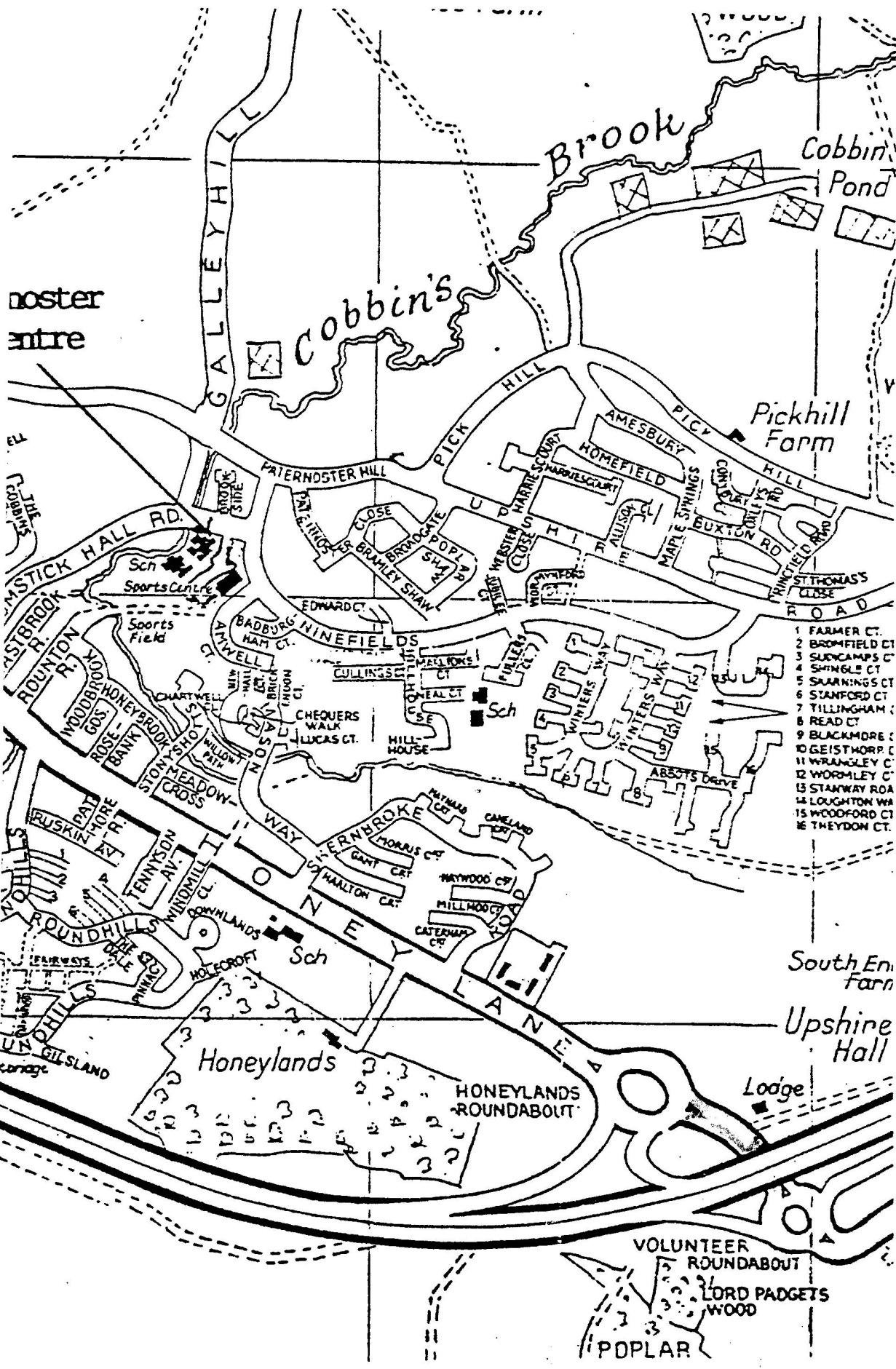
Would you be good enough to take this request forward.

Yours sincerely


Richard James Cert H.E. (LCA) IPSM
Town Clerk

Epping Forest District Council
Civic Offices
Epping
Essex CM16 4BZ

For the Attention of Mrs K Tuckey



- 1 FARMER CT.
- 2 BROMFIELD CT.
- 3 SUNCAMPS CT.
- 4 SPANGLE CT.
- 5 SPARNINGS CT.
- 6 STAMFORD CT.
- 7 TILLINGHAM CT.
- 8 READ CT.
- 9 BLACKMORE CT.
- 10 GEISTHORP CT.
- 11 WRANGLEY CT.
- 12 WORMLEY CT.
- 13 STANWAY ROAD
- 14 LOUGHTON WAY
- 15 WOODFORD CT.
- 16 THEYDON CT.

Your Ref:
Our Ref: JS/GH/PC.4 (D6) 173593/1733009
Date: 26 January 2009

Kim Tuckey
Epping Forest District Council
Civic Offices
High Street
Epping
Essex
CM16 4BZ

Robert Overall
**Executive Director for Environment,
Sustainability & Highways**

David Forkin
Area Highways Manager
West Area Office
Warwick House
Roydon Road
Harlow CM19 5DX

Dear Kim

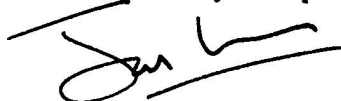
**Street Trading – Honeylands Roundabout to Volunteer Roundabout,
Honey Lane, Waltham Abbey**

Thank you for your recent letter dated 20th January 2009, regarding your proposal to designate part of Honey Lane, Waltham Abbey as a "non consent" street.

We would write to you in support of this proposal, as by preventing all future street trading, this may, in conjunction with other possible parking restrictions, deal with the problems any lay-by refreshment businesses brings to the area, and ultimately release the lay-bys for the use that they were originally intended i.e. places to pull in and rest.

Should you require any further information on this matter please contact us on any of the details supplied below.

Yours sincerely



Engineer – NRSWA/Enforcement

Please reply to Jon Simmons

Telephone: 01279 642522 Fax: 01279 642600

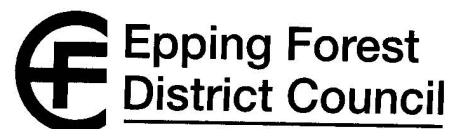
Internet: www.essexcc.gov.uk

Email: highways.westarea@essex.gov.uk

Date: 20th January 2009

Our ref:

Your ref:



Corporate Support Services

Civic Offices High Street
Epping Essex CM16 4BZ

Telephone: 01992 564000
Facsimile: 01992 578018
DX: 40409 Epping

Director of Corporate Support
Services Colleen O'Boyle
Solicitor to the Council

Enquiries to:

Trevor Baker
Essex County Council
Highways & Transportation
West Area Office Warwick House
Roydon
Essex
CM19 5DX

Mrs K Tuckey (01992) 01992 564034
email: @eppingforestdc.gov.uk

Dear Trevor

Honey Lane, Waltham Abbey, Essex- Street Trading

We have been asked to consider this stretch of road as a 'non consent' street. On considering this option I thought it may help if I contacted you to ask what your thoughts on the matter were. You may also wish to consider making other streets in the district 'non consent' streets.

I enclose a copy of a letter received from Waltham Abbey Town council requesting that we consider this.

Please would you be so kind to consider this matter and let me have any comments or suggestions you may have.

Regards

Kim Tuckey
Senior Licensing Officer

cc. Essex Police



Kim Tuckey - RE: for info [RESTRICTED]

From: "Craig Carrington" <Craig.Carrington@essex.pnn.police.uk>
To: "Kim Tuckey" <ktuckey@eppingforestdc.gov.uk>
Date: 10/03/2009 11:18
Subject: RE: for info [RESTRICTED]

Classification: RESTRICTED

Kim,

No problem. It has not caused us large problems and we would like this area kept busy to put people off of committing crimes. I have spoken to the local neighbourhood Specialist Officer who has raised any issues. We have not experienced a drop in crime in Waltham Abbey and feel that this sends out a message to any potential criminals that Waltham Abbey is not a sleepy town to commit crime in.

Inspector Craig Carrington
Epping Forest District
Ednet 28080
Direct Dial 03003334444 ext 28080
Fax 01279625440 or ext 28200
Email craig.carrington@essex.pnn.police.uk
Website www.essex.police.uk

-----Original Message-----

From: Kim Tuckey [mailto:ktuckey@eppingforestdc.gov.uk]
Sent: 10 March 2009 11:07
To: Craig Carrington
Subject: RE: for info [NOT PROTECTIVELY MARKED]

Craig

Thats fine. Craig can you give me a short email on the Honey Lane Site? Do you remember I wrote to you asking what your thoughts were on the authority making the street a non trading area?

many thanks

kim

DISCLAIMER

This email is for the use of the intended recipients only. Any opinion or advice it contains is that of the sender and does not bind the authority in any way. If you have received it in error, please notify the sender immediately and then delete the message. If you are not the intended recipient you must not use, disclose, copy or distribute this email. We have taken precautions to minimise the risk of transmitting software viruses, but we advise that you carry out your own virus checks on an attachment to this message. We cannot accept liability for any loss or damage caused by software viruses.

Internet email is not a secure communication medium,
and we advise that you observe this lack of security when emailing us.

This page is intentionally left blank