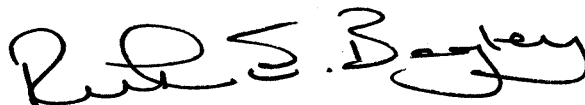


Date of issue: 13<sup>th</sup> February, 2012

<b>MEETING</b>	<b>LICENSING COMMITTEE</b> (Councillors Davis (Chair), Abe, S Chaudhry, Dodds, Long, Munawar, Plenty, Rasib, Sharif and Sohal)
<b>DATE AND TIME:</b>	THURSDAY, 23RD FEBRUARY, 2012 AT 6.30 PM
<b>VENUE:</b>	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
<b>DEMOCRATIC SERVICES OFFICER:</b> (for all enquiries)	SHABANA KAUSER 01753 875013

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



**RUTH BAGLEY**  
Chief Executive

AGENDA

PART I

**AGENDA**  
**ITEM**

**REPORT TITLE**

**PAGE**

**WARD**

Apologies for absence.

**CONSTITUTIONAL MATTERS**

1. Declaration of Interest

**AGENDA**  
**ITEM**

**REPORT TITLE**

**PAGE**

**WARD**

(Members are reminded of their duty to declare personal and personal prejudicial interests in matters coming before this meeting as set out in the Local Code of Conduct).

- |    |  |       |  |
|----|--|-------|--|
| 2. | Minutes of the Last Meeting held on 5th October 2011 | 1 - 4 |  |
|----|--|-------|--|

**LICENSING ISSUES**

- |    |   |         |     |
|----|---|---------|-----|
| 3. | Distribution of Free Printed Matter         | 5 - 10  | All |
| 4. | Rear Loading Wheelchair Accessible Vehicles | 11 - 32 | All |
| 5. | Members' Attendance Record                  | 33 - 34 |     |
| 6. | Date of Next Meeting - 26th March 2012      | -       |     |

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Special facilities may be made available for disabled or non-English speaking persons. Please contact the Democratic Services Officer shown above for further details.

**Licensing Committee – Meeting held on Wednesday, 5th October, 2011.**

**Present:-** Councillors Davis (Chair), Abe (from 6.55pm), S Chaudhry, Dodds, Munawar, Plenty, Rasib, Sharif and Sohal

**Apologies for Absence:-** Councillor Long

**PART 1**

**40. Declaration of Interest**

None.

**41. Minutes of the Last Meeting held on 2 June 2011**

The minutes of the last meeting of the Licensing Committee held on 2<sup>nd</sup> June, 2011 were approved as a correct record.

**42. Committee Membership - Verbal Update**

The Democratic Services Officer informed Members that Councillor Munawar had been appointed to the Licensing Committee following a meeting of Council on 29<sup>th</sup> September 2011. It was noted that a BILLD Group vacancy remained on the Committee.

**43. Review of Licensing Rear Loading Wheelchair Accessible Vehicles**

Prior to consideration of this item, Committee Members and Licensing Officers viewed a number of Rear Loading Wheelchair Accessible Vehicles.

The Licensing Officer reminded Members that in 2005 Council had approved to remove the limit on the number of Hackney Carriage vehicles and introduced a number of conditions that had to be met by any new vehicle to be licensed as a Hackney Carriage. The approved conditions stated that only vehicles meeting European Whole Vehicle Type Approval or UK Low Volume Type Approval would be licensed as Hackney Carriages. Vehicles that met UK Single Vehicle Approval would not be licensed as Hackney Carriage vehicles.

It was noted that the conditions prohibited the licensing of vehicles in which a wheelchair was loaded into the vehicle from the rear. This condition was included following advice from the National Taxi Association, the Spinal Injuries Association and a number of other associations including Primary Care Trusts. The Licensing Officer explained that in a situation where a rear loading wheelchair accessible vehicle was struck from behind by another vehicle, there was a possibility that the wheelchair occupant would not be able to exit the damaged vehicle without help from the emergency services.

## Licensing Committee - 05.10.11

The Licensing Officer stated that in August 2011, the Licensing Office received a formal request from Mr Mustafa, a Hackney Carriage vehicle licence holder, to allow rear loading wheelchair accessible vehicles to be licensed as hackney carriages. The matter had been reported to the Committee for Members to consider and decide whether to carry out a full consultation with relevant stakeholders as to whether these types of vehicles were suitable to be licensed as Hackney Carriage Vehicles.

Mr Mustafa addressed the Committee stating that a number of neighbouring local authorities licensed rear loading vehicles and that there were considered to be as safe as side rear loading vehicles. Furthermore, Mr Mustafa stated that in his opinion, members of the Hackney Carriage trade were being discriminated against, given that Slough's Mobility Scheme, 'Out and About' operated vehicles that had rear wheelchair accessibility.

Mr Safraz Khan also addressed the Committee and stated that the request was due to financial reasons. It was outlined that the cost of a rear loading vehicle was approximately £17,000 compared to £30,000 for a side loading accessible vehicle. Mr Khan outlined the difficulties associated with assisting individuals into the current side loading vehicles.

Representations were also made by Mr Hallum from CabDirect. It was stated that a number of local authorities had approved the licensing of rear loading vehicles. In addition, many mobility schemes had rear loading wheelchair accessible vehicles and in his view it was safer to get customers into the vehicle via a rear loading vehicle.

Committee Members asked a number of questions for clarification to the speakers including whether there were any safety concerns regarding speed humps due to the fact that rear loading wheelchair accessible vehicles had a lower vehicle floor than side loading vehicles. Mr Hallum stated that this would not present a difficulty as these vehicles had greater suspension than side loading vehicles.

A detailed discussion followed with regard to safety of the vehicles. A Member expressed concern that points raised by the Licensing Manager in an email sent to Mr Mustafa in August 2011 had not been clarified and submitted that consideration of the matter be deferred until a response had been received.

A number of Members stated that having viewed the rear loading vehicles, they were satisfied that these vehicles were safe and that a consultation with all stakeholders be carried out.

**Resolved** – That a written response to the points raised within the Licensing Manager's email dated 24<sup>th</sup> August, 2011 be provided within two weeks from the date of the meeting to the Licensing Manager. Upon receipt of the response the Licensing Manager would consult with the Chair of the Licensing Committee, following which a consultation with relevant stakeholders would be carried out.

**44. Distribution of Free Printed Material**

In outlining the report, the Licensing Officer informed Members of the reasons why it was being proposed that a fee be introduced for distribution of free printed matter within certain designated areas. It was noted that the Environmental Protection Act 1990 authorised the Principle Litter Authority i.e. Slough Borough Council to introduce controls and regulations regarding the distribution of free printed matter in designated areas.

Members raised a number of concerns with regard to the report including:

- How the designated areas had been identified
- What evidence there was to suggest that these areas were 'hotspots'
- How the introduction of such a scheme would be implemented and enforced, including what penalties would be served on individuals who did not apply for permission to distribute free printed matter
- The legal implications of introducing a policy for certain areas of the Borough i.e. would this be discriminatory to certain businesses
- What the fee would be and the time period for which this would be applicable.

The Licensing Officer explained that free printed matter distributed on or behalf of a charity, or where the distribution was for political purposes or for the purpose of a religion or belief, were exempt under the Environmental Protection Act 1990 and a fee would not apply to these organisations.

In the ensuing discussion Members agreed that further information was required and decided that the matter be referred to a scrutiny panel.

**Resolved –** That the matter be referred to the Neighbourhoods and Renewal Scrutiny Panel to investigate further and the findings of the Scrutiny Panel to be reported to a future meeting of the Licensing Committee.

**45. Members' Attendance Record**

**Resolved –** That the report be noted.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 8.30 pm)

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**SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Licensing Committee      **DATE:** 23<sup>rd</sup> February 2012

**CONTACT OFFICER:** Michael Sims – Licensing Manager  
**(For all Enquiries)** (01753) 477387  
Patrick Kelleher – Assistant Director Public Protection

**WARD(S):** ALL

**PART I**  
**FOR DECISION**

**REGULATION OF DISTRIBUTION OF FREE PRINTED MATTER**

**1. Purpose of Report**

For the Licensing Committee to consider the Neighbourhoods and Community Services Scrutiny Panel recommendation not to endorse the proposal to implement regulations requiring the need to apply for consent to distribute free printed matter.

**2. Recommendation**

The Committee to formally resolve the Neighbourhoods and Community Services Scrutiny Panel recommendation not to endorse the proposal to implement regulations requiring the need to apply for consent to distribute free printed matter.

**3. Community Strategy Priorities–**

- **Being Safe, Feeling Safe**
- **A Cleaner, Greener place to live, Work and Play**
- **Prosperity for All**

**4. Other Implications**

(a) Financial

None

(b) Risk Management

Recommendation	Risk/Threat/Opportunity	Mitigation(s)
From section 2 above	NA	NA

(c) Human Rights Act and Other Legal Implications

Section 1 and Schedule 1 Part 1 and 11 of The Human Rights Act 1998 apply:

Article 1 – Every person is entitled to a peaceful enjoyment of his or her possessions including the possession of a licence and shall not be deprived of the possession except in the public interest.

Article 6 – That in the determination of civil rights and obligations everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal by law.

(c) Equalities Impact Assessment

An Equality Impact Assessment screening has been completed and the conclusions are that there are no adverse or negative impacts of opportunity for any equality group or for any reason.

**5. Supporting Information**

- 5.1 On 5<sup>th</sup> October 2011 a report was put before the Licensing Committee requesting approval for a formal consultation to take place on proposals to implement the regulations regarding the control of the Distribution of free printed matter in designated areas under the Environmental Protection Act 1990 Section 94B and Schedule 3A, the identified designated areas being Slough Town Centre, Farnham Road, Chalvey and Langley.
- 5.2 The Committee decided and resolved that they had insufficient information to make an informed decision at the time and agreed to refer the matter to the Neighbourhoods and Community Services Scrutiny Panel to investigate a number of issues further:-
- *How were the areas referred to in the report identified as having a problem of litter by the distribution of leaflets - how information/evidence put together.*
  - *Benefits of introducing the policy.*
  - *Impact on small businesses.*
  - *How would the policy be enforced and what would the penalties be for non-compliance – i.e. likelihood of individuals being prosecuted.*
  - *Legal implications of introducing a policy specific to certain areas of the Borough – discriminating against businesses in specific areas?*
  - *If introduced, what the fee should be set as and what time period this would cover.*
- 5.3 On 5<sup>th</sup> December 2011 a full report was put before the Neighbourhoods and Community Services Scrutiny Panel detailing full responses and additional information to the above issues.
- 5.4 Having discussed the issues at some further length, some members accepted that there could be a need for the scheme to be introduced in the High Street area in the town centre but this was not the majority view. The overriding concern of the Panel was that the introduction of such a scheme could adversely affect the ability of new businesses starting up as the changes for the distribution of leaflets would be an additional burden in difficult economic times.



- 5.5 Members concluded that without the availability of firm evidence that the scheme was needed, it would not be appropriate to introduce the proposed regulations at this time and formally resolved as follows:

“That the panel recommends that the Licensing Committee does not endorse the proposal to implement regulations requiring the need to apply for consent to distribute free printed matter”.

- 5.6 The minutes of the Neighbourhoods and Community Services Scrutiny Panel meeting are attached at **Appendix A**.

## **6. Comments of Other Committees**

- ‘1’ Licensing Committee recommendations of 5<sup>th</sup> October 2011 are detailed at Point 5.2 of this report.
- ‘2’ The Neighbourhoods and Community Services Scrutiny Panel recommendations are detailed at Point 5.5 of this report.

## **7. Conclusion**

The Committee to formally resolve the Neighbourhoods and Community Services Scrutiny Panel recommendation not to endorse the proposal to implement regulations requiring the need to apply for consent to distribute free printed matter.

## **8. Appendices Attached**

- ‘A’ - Minutes of the Neighbourhoods and Community Services Scrutiny Panel of 5<sup>th</sup> December 2011

## **9. Background Papers**

- ‘1’ - Section 94B and Schedule 3A of the Environmental Protection Act 1990.

**Neighbourhoods and Community Services Scrutiny Panel – Meeting held on Monday, 5th December, 2011.**

**Present:-** Councillors Minhas (Chair), Dar, Plenty, Strutton,  
A S Wright (Vice-Chair), Malik and Morris  
**Non Voting** Sandy Malik, Slough Federation of Tenants and  
**Co-Opted Members** Residents,  
**present:** Darren Morris, Customer Senate

**Apologies for Absence:-** Councillor Buchanan, Carter, Munawar and Sohal

**PART 1**

**20. Declarations of Interest**

Councillor Dar declared an interest in that he was a licensed Hackney Carriage Driver.

**24. Regulation of Distribution of Free Printed Matter**

Mick Sims, Licensing Manager, outlined a report regarding the distribution of free printed matter which sought the Panel's view on proposals to introduce regulations.

The Panel was advised that at its meeting on 5<sup>th</sup> October 2011, the Licensing Committee considered a report requesting approval for a formal consultation to take place on proposals to implement regulations regarding the control of the distribution of free printed matter in designated areas. On that occasion the Committee had determined that it had insufficient information to reach a decision on this matter and had requested that the Neighbourhood and Community Services Scrutiny Panel scrutinise the issue. The Panel was asked to consider matters such as the benefits of introducing the policy, the impact on small businesses, how problem areas had been identified, how the policy would be enforced, and the legal implications of introducing a specific policy within areas of the borough. The Panel was also asked to consider what the appropriate fee should be and what time period the fee would cover.

Members were advised that the proposed areas to be regulated were Slough town centre, the Farnham Road area, and areas within the Chalvey and the Langley St Mary's Wards. The suggested consent would cover a period of 8 hours after which the applicant would need to reapply for each designated area and the nominal charge of £25 would be applied to each application for a consent. Additional permissions for other designated areas would also be charged at £25. The Officer discussed the consent limitations and the definition of free printed matter.

In the ensuing debate Members raised a number of concerns regarding the introduction of the scheme. In particular there were concerns about the affect the cost of applications would have on local businesses, and that not all of the four identified areas appeared to be problematic to Members. The Panel also questioned the current use of fixed penalty notices to combat litter problems and whether if enforcement was carried out, this would reduce the need for consent applications to distribute leaflets in the first place. Some Members accepted that there could be a need for the scheme to be introduced in the high street area in the town centre but this was not the majority view. The overriding concern of the Panel was that the introduction of such a scheme could

adversely affect the ability of new businesses starting up as the charges for the distribution of leaflets would be an additional burden in difficult economic times. Members concluded that without the availability of firm evidence that the scheme was needed, it would not be appropriate to introduce the proposed regulations at this time.

**Resolved:** That the Panel recommends that the Licensing Committee does not endorse the proposal to implement regulations requiring the need to apply for consent to distribute free printed matter.

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**SLOUGH BOROUGH COUNCIL****REPORT TO:** Licensing Committee      **DATE:** 23<sup>rd</sup> February 2012**CONTACT OFFICER:** Michael Sims – Licensing Manager  
(01753 477387)**WARD(S):** All**PART I**  
**FOR DECISION****REAR LOADING WHEELCHAIR ACCESSIBLE VEHICLES.****1. Purpose of Report**

To consider a request by members of Hackney Carriage vehicle licence holders, for a review of the current Council Policy on the specifications for Wheelchair Accessible Hackney Carriage Vehicles to licence Rear Loading Wheelchair Accessible vehicles following a consultation being conducted.

**2. Recommendation**

To decide whether Rear Loading Wheelchair Accessible Vehicles (RLWAV) are suitable to be licensed as Hackney Carriage Vehicles following consultation and if so, that the proposed new policy specifications and criteria contained within the report to be approved.

**3. Community Strategy Priorities**

- **Being Safe, Feeling Safe**
- **Prosperity for All**

**4. Other Implications****(a) Financial**

There will not be any financial implications if the policy is approved.

**(b) Risk Management**

Recommendation	Risk/Threat/Opportunity	Mitigation(s)
From section 2 and as detailed within the report	A consultation has been conducted with responses received in favour of the proposals to licence rear loading wheelchair accessible vehicles.	If approved the licensing of rear loading wheelchair accessible vehicles will provide an alternative form of transport for some disabled persons.

**(c) Human Rights Act and Other Legal Implications**

None

(d) Equalities Impact Assessment

An Equalities Impact Assessment screening has been completed and the conclusions are that there are no adverse or negative impacts of opportunity for any equality target group or for any reasons.

**5. Supporting Information**

5.1 On 5<sup>th</sup> October 2011 a report was put before the Licensing Committee at a request from Hackney Carriage representatives to review the Council policy to licence rear loading wheelchair accessible vehicles. The report detailed concerns raised in 2006 from the Spinal Injuries Trust, Primary Care Trusts and the National Taxi Association of licensing such vehicles. The report also detailed some brief statistics of the percentage of vehicles involved in accidents sustaining rear end damage. Members were also shown examples of current rear loading wheelchair accessible vehicles that are available on the market.

5.2 Members concluded that they were satisfied that having viewed the rear loading vehicles, that these vehicles were safe and that a consultation with all stakeholders to be carried out, subject to the committee formal resolution as follows:

“That a written response to the points raised within the Licensing Manager’s email dated 24<sup>th</sup> August 2011 be provided within two weeks form the date of the meeting to the Licensing Manager. Upon receipt of the response the Licensing Manager would consult with the Chair of the Licensing Committee, following which a consultation with relevant stakeholders would be carried out”.

5.3 A response to the Licensing Committees resolution was received on 3<sup>rd</sup> November 2011 from Mr Mustafa and is attached at **Appendix A**. The Licensing Manager and the Chair of the Licensing Committee felt that there was sufficient information together with the previous information already supplied for a formal consultation to be conducted.

**6. Consultation**

6.1 A full consultation commenced on 18<sup>th</sup> November 2011 with relevant stakeholders and through the SBC web site. A full list of all consultees is attached at **Appendix B**.

6.2 A summary to the responses from the consultation is detailed below:

<b>Responses</b>	<b>Comments</b>	<b>Number</b>
Total Responses		16
Written/email responses from HC Drivers	In favour	9
Email responses from none drivers	In favour	3
Email responses from none drivers	With none related comments	3
Written petition from members of the HC trade with 93 signatures	In Favour	

A copy of the front page of the written petition is attached at **Appendix C** and the full petition with signatures and all other original responses will be made available to the Licensing Committee for viewing at the Committee meeting.

- 6.3 In addition some further research has been conducted with views from the Department for Transport (DfT) and other local authorities both for and against licensing rear loading wheelchair accessible vehicles which may assist Members in reaching their decision on licensing this type of vehicle. A summary of these views are contained in **Appendix G** of the report.

## **7. Options available to the Licensing Committee**

- 7.1 With a consultation having been conducted, the following options are available to Licensing Committee:

1. Resolve not to licence rear loading wheelchair accessible vehicles.
2. Resolve to licence rear loading wheelchair accessible vehicles.

- 7.2 If the Committee resolve not to licence rear loading wheelchair accessible vehicles then the current policy for wheelchair accessible will remain as it is.

- 7.3 If the Committee resolve that rear loading wheelchair accessible vehicle should be licensed then it is requested that they should be only be licensed to the specification as detailed below which will be introduced to the current policy.

## **8. New Specification**

- 8.1 If the Committee resolve to approve licensing rear loading wheelchair accessible vehicles it is essential that only the highest standards are put in place to ensure that any vehicle to be licensed meets the European Community Whole Vehicle Type Approval (ECWVTA) and therefore suitable to carry out the work of wheelchair accessible Hackney Carriages.

- 8.2 The recommended vehicle requirements and specification are to be in line with the 'New Type Mandatory' M1 Special Purpose Vehicles are as follows:

- Every new rear entry 'forward facing' wheelchair accessible vehicle, to be licensed, must comply in all respects with all currently applicable British road vehicle regulations, and be covered by a valid European Community Whole Vehicle Type Approval (ECWVTA) to the requirements of Directive 2007/46/EC (as amended) as a "Special Purpose Vehicle" (wheelchair accessible) of category M1.
- An EC Certificate of Conformity for the COMPLETED VEHICLE, must be produced at the time of licensing the vehicle.
- Only vehicles that meet the Directive "New Type Mandatory" specification on or after 29<sup>th</sup> April 2011 will be licensed.
- A ramp or ramps for the loading of a wheelchair and occupant should have a single continuous surface when deployed, and must be available at all times for use at the rear door.

- An adequate locking device must be fitted to ensure that the ramp(s) do not slip or tilt when in use.
- Provision must be made for the ramps to be stored safely when not in use.
- A Safe Working Load of 300Kgs.be prominently marked on the ramp, and that the ramp must be accompanied by documentary evidence of a SWL test according to BS 6109-2: 1989, Clause A.3,

8.2 Documentation from the Department for Transport (DfT) on the ECWVTA at **Appendix D**, the VOSA Vehicle Category Chart at **Appendix E** and a specimen example of an EC Certificate of Conformity at **Appendix F** are attached for the information of the Committee.

## 9. **Conclusion**

To decide whether Rear Loading Wheelchair Accessible Vehicles (RLWAV) are suitable to be licensed as Hackney Carriage Vehicles following consultation and if so, that the proposed new policy specifications and criteria contained within the report to be approved.

## 10. **Appendices Attached**

- 'A' - Email response from Mr Mustafa
- 'B' - List of consultees
- 'C' - Front page of supporting petition
- 'D' - DfT document of the European Community Whole vehicle Type Approval
- 'E' - VOSA Vehicle Category Chart
- 'F' - Specimen example of an EC Certificate of Conformity
- 'G' - Summary of Views

## 11. **Background Papers**

Local Government (Miscellaneous Provisions) Act 1976  
 Equality Impact Assessment Screening  
 Licensing Committee Report and Minutes - 5<sup>th</sup> October 2011



**From:** Mohammed Mustafa  
**Sent:** 03 November 2011 17:34  
**To:** Sims Michael; Mohammed Mustafa  
**Subject:** RE: Request to licence Rear Accessible Wheelchair Vehicles

**Importance:** High

Dear Mr Simms

Please find answers to your questions below.

1. All Hackney carriage drivers work together and co-operate with one another. Currently when a customer with luggage wants to travel in a wheelchair accessible cab the driver has to load the luggage in the boot, the driver requires at least 2 to 3 metres to do this. The boot door is just under 2 metres in length on both the Mercedes Vito and VW Transporter. If there is not enough space then the drivers in front or/and behind allows move their vehicles to ensure there is enough space to load luggage. It will be the same in the case of a wheelchair the drivers will allows ensure there is sufficient space to load wheelchair.
2. The safety of the customer/passengers is paramount for all taxi drivers in Slough. All Drivers know to stop and load any passenger whether in a wheelchair or not at a safe location. If hailed on a busy road the driver will indicate to the customer that they will park the cab at a safe spot i.e. a side road, parking bay and make their way back to customer.
3. The examples of Rear loading we displayed at the Full Licensing meeting were both smaller in size than any of the side loading wheelchair Taxi currently working in Slough. In our opinions as Taxi drivers who carry Wheelchair users in our Cab's, we believe it's easier for the drivers to find a loading area for the rear loading taxi's which are smaller.
4. The Peugeot Premier has space for One wheelchair user and Two (2) additional passengers, as well as the Driver. The VW Sharon & Ford Galaxy have space for One wheelchair and Four (4) additional passengers, as well as the Driver. There are other vehicles on the Market such as the Fiat Doblo which has space for One wheelchair user and Two (2) additional passengers, as well as the Driver.

Slough Taxi Driver's Union would like to stress that we would want Slough Borough Council to approve vehicles with a M1 (European) safety certificate and manufactured / converted by companies who do the conversions on large scale such as Cab direct and Jubilee. We also feel that the Rear loading Wheelchair accessible taxi's are a lot safer for the wheelchair passenger than the side loading taxi's. In the side loading taxi's the wheelchair passenger sits right next to the rear offside door. If the vehicle is involved in an accident on that side there is a strong possibility that the wheelchair passenger suffering injury because the wheelchair is positioned only a few centimetres away from the door. Whereas in the rear loading taxi's the wheelchair is positioned in the centre of the taxi, the wheelchair is at least 20 centimetres way from any of the vehicle's internal panel. The wheelchair passenger is less likely to suffer injuries from a side impact accident in a rear loading taxi than in a side loading taxi.

If you have any further questions please do not hesitate to contact me.

Kind regards Mohammed Mustafa (Secretary Slough Taxi Drivers Union) On behalf of all Hackney Carriage Drivers in Slough

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From: Michael.Sims@slough.gov.uk  
To: mohammedhmustafa  
Date: Wed, 24 Aug 2011 14:55:59 +0100  
Subject: FW: Request to licence Rear Accessible Wheelchair Vehicles

Mr Mustafa

I am now in the process of arranging dates for a possible consultation on this issue and would be grateful for the information in my below email as soon as possible.

In addition I also need the following:

At point 12 you mention Slough Borough Councils fleet of wheel chair accessible vehicles, can you please enlarge on this!

- I would also advise that you must provide to me again as soon as possible and to be included in the report, written proof, evidence and statistical data on all the comments you have made below as it will also help the Committee greatly and may answer some questions they may have.

Also it would be advisable to again provide answers to the below points

If a rear loading wheelchair accessible vehicle in on a taxi rank in the middle of a row of cars, how are you going to ensure that there is sufficient space to load the person in the wheelchair into the rear of the vehicle!

- If you are hailed in the street, what safety provisions will you have in place to stop and load the wheelchair on a busy road!
- If you pick up a fare from an area which has restricted access, again what provision will be in place to deal with!
- Once the wheelchair in the rear of the vehicle what addition space is available for any friends or family that will also be travelling with the disabled person!

Regards

**Mick Sims**

Licensing Manager  
Slough Borough Council  
Tel: 01753 477387  
Fax: 01753 875890  
<http://www.slough.gov.uk/>

Please don't print this email unless you really need to - think of the environment.

---

**From:** Sims Michael  
**Sent:** 22 August 2011 08:49  
**To:** 'Mohammed Mustafa'  
**Subject:** RE: Request to licence Rear Accessible Wheelchair Vehicles  
**Importance:** High

Dear Mr Mustafa

Thank you for your below email submitted as a formal request for Slough Borough Council to review the licensing of Rear Accessible Wheelchair Vehicles.

I will put your request before the Full Licensing Committee on **5<sup>th</sup> October 2011** (which is the next scheduled Full Licensing Committee Meeting) as an 'Information Report' for the Members to consider your request and if necessary for a full consultation exercise to be conducted.

In the meantime I would be grateful if can provide to me by the end of this week if possible, with as much information as possible to support your request, i.e.

- The various types of Rear Accessible Wheelchair Vehicles.
- The cost comparisons between these types of vehicles and the currently licensed wheelchair accessible vehicles.
- With regards to the types of vehicles, please submit this information by way of adverts or manufacturers brochures.
- Other than the details of the local authorities you have mentioned in your request, any other local authorities that also licence Rear Accessible Wheelchair Vehicles. This information will assist for any recommended formal consultation exercise.

Finally, on the 5<sup>th</sup> October, you may wish to have possibly two different types of rear accessible wheelchair vehicles for the Members to inspect prior to them making a decision for a consultation to take place.

Regards

**Mick Sims**

Licensing Manager

Slough Borough Council

Tel: 01753 477387

Fax: 01753 875890

<http://www.slough.gov.uk/>

Please don't print this email unless you really need to - think of the environment.

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**From:** Mohammed Mustafa [mailto: ]

**Sent:** 22 August 2011 02:22

**To:** Sims Michael

**Subject:** Request to licence Rear Accessible Wheelchair Vehicles

Dear Mr Sims

Ref: Request to licence Rear Accessible Wheelchair Vehicles

Thank you for letter dated 3<sup>rd</sup> August to Mr Karamat Hussain regarding rear accessible wheelchair vehicles. As you stated in your letter that you require us to make a formal written request for this type of vehicle to be licensed, please accept this as a formal request.

Please find list below of reasons for wanting rear accessible wheelchair vehicles:-

1. As there is very limited wheelchair work from any of the Ranks in Slough.
2. Side loading wheelchair vehicles are a lot larger so therefore take up more space at ranks so therefore fewer vehicles can park there.
3. Side loading wheelchair vehicles are larger can carry more passengers but most of the customers we pick from any of the Ranks are One or Two therefore there isn't a need for such large vehicles.
4. Side loading wheelchair vehicles are a lot larger and consume more fuel than rear loading vehicles. The TX2 and TX4 do on average 23 miles to the Gallon whereas a Peugeot Partner does 50+ miles to the Gallon.
5. Side loading wheelchair vehicles are a lot dearer to purchase than rear loading wheelchair vehicles. A four year older Mercedes Vito Or LTI TX4 costs At least £18,000.00 whereas a brand new rear loading vehicle can be purchased for £12,000.00. A four year old Peugeot Expert Side Loading E7 costs £13-15,000.00
6. Other Local councils allow rear loading wheelchair vehicles such as Windsor, Ascot, Maidenhead, Bracknell, Wokingham, Runnymede, Hemel Hempstead to name a few.
7. Almost all Private Wheelchair accessible vehicles are rear loading. There isn't even a side loading option available to them that I am aware of unless they buy a purpose built Taxi. These people buy these rear loading wheelchair vehicles for their children, partners, parents or other family members. These people use the rear loading vehicles to get out and at least 2 or 3 times a week, whereas there are Hackney drivers with wheelchair accessible vehicles who have not

picked a single passenger in a wheelchair from any rank in Slough in the last 5 years.

8. You mentioned the opposition from the National Taxi Association to rear loading taxis in your letter. This organisation only represents or has members in about 20 boroughs in the whole of the UK.
9. If rear wheelchair loading vehicles were so dangerous then the Motor Industry would not produce them for the general public to buy.
10. Slough Borough Council's Out and About service has only Rear loading wheelchair accessible vehicles. These vehicles carry more passengers in wheelchairs in a week than all Hackney's do in a year from all Ranks in the Borough.
11. All Ambulances are rear loading. To this day I haven't come across a side loading Ambulance.
12. If Rear loading wheelchair accessible vehicles were so dangerous why would all Ambulances be rear loading and why would Slough Borough Council's own fleet of wheelchair accessible vehicles be rear loading?????

Could you please forward a copy of this request for rear loading wheelchair accessible vehicles to all members of the licensing committee along with your information pack, Thank You. Could you please inform Mr Karamat Hussain, Mr Sarfraz Khan and myself of the date and time of meeting with licensing committee so that we may attend and answer any further questions that you or the committee may have.

If you have any questions please do not hesitate to contact me.  
I look forward to hearing from you.

Kind regards

Mohammed H Mustafa (Hackney Badge 90)  
Secretary Slough Taxi Drivers Union

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## **APPENDIX B**

### **LIST OF CONSULTEES**

Age Concern Slough	Spinal Injuries Association
Slough Carers Support Service	Berkshire East Primary Care Trust
Berkshire County Blind Society	Thames Valley Police
Berkshire Demcare Ltd	Royal Berkshire Fire and Rescue Service
Carers UK & Slough Older People's Forum	South Central Ambulance Service
Parvaaz Project	National Private Hire Association
Slough Community Transport	National Taxi Association
Slough Crossroads	Dft (Department for Transport)
Slough CVS	All Hackney Carriage drivers and vehicle proprietors
Slough Mencap	Secretary of Slough Private Hire Drivers Association
The Stroke Association	All Slough Licensed Private Hire Operators
United Voices of Slough	
Slough Borough Council Disabilities Forum	
Special Voices	

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Mick Sims  
Licensing Manager  
Slough Borough Council  
My Council, Landmark Place  
High Street  
Slough  
Berkshire SL1 1JL

Dear Mr Sims

Ref: Consultation regarding Rear Accessible Wheelchair Vehicles

Please find below views of all Hackney Carriage drivers who were unable to access the consultation for Rear loading Hackney vehicles. Attached you will find names and addresses of all drivers who would like Slough Taxi Driver's Union to reply on their behalf because they were unable to do so themselves.

All drivers would prefer to have rear loading wheelchair vehicles and who prefer for their customer's to be facing the front when in the vehicle. Some of the reasons they gave for their decisions are as follows:-

1. If the wheelchair passenger is facing the front the driver can see the passenger at all times. Some wheelchair passengers travel alone in taxi's and are very elderly or ill, therefore for the well being of the passenger it is beneficial if the driver can see them at all times.
2. Several wheelchair passengers have been sick in side loading taxis because they are travelling backwards in taxi.
3. Slough Borough Council license rear loading Private Hire vehicles so why not Hackney.
4. Majority of vehicles sold on mobility schemes to wheelchair customers are rear loading e.g. Peugeot Partner. If these vehicles are safe for these users why are they not safe as Taxis?
5. Side loading wheelchair vehicles are a lot larger and consume more fuel than rear loading vehicles. The TX2 and TX4 do on average 23 miles to the Gallon whereas a Peugeot Partner does 50+ miles to the Gallon.
6. Other Local councils allow rear loading wheelchair vehicles such as Windsor, Ascot, Maidenhead, Bracknell, Wokingham, Runnymede, Hemel Hempstead to name a few.
7. Almost all Private Wheelchair accessible vehicles are rear loading. There isn't even a side loading option available to them that I am aware of unless they buy a purpose built Taxi. These people buy these rear loading wheelchair vehicles for their children, partners, parents or other family members. These people use the rear loading vehicles to get out and at least 2 or 3 times a week.
8. If rear wheelchair loading vehicles were so dangerous then the Motor Industry would not produce them for the general public to buy.

If you have any questions please do not hesitate to contact me.  
I look forward to hearing from you.

Kind regards

Mohammed H Mustafa  
Secretary Slough Taxi Drivers Union

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Vehicle Type Approval

[Home Page](#) > [Vehicle Type Approval](#) > [ECWVTA Commonly asked questions](#)

Type Approval for Cars

## ECWVTA - Commonly asked questions

Type Approval for Motorcycles

### Q1: What is EC Whole Vehicle Type Approval (ECWVTA)?

ECWVTA is a system allowing a vehicle design to be "type approved" for sale, registration and entry into service across all member states in the EU without the need for further testing in each country. This will result in the creation of a single market by ensuring common vehicle standards.

Bus &amp; Coach Certification

From April 2009, legislation was extended to cover all new road vehicles such as buses, coaches, trucks, trailers (including caravans) and certain special purpose vehicles such as wheelchair accessible vehicles (WAVs). The legislation will be phased in over the coming 5 years depending on vehicle category.

System &amp; Component Approval

Type Approval for Goods Vehicles

### Q2: Who will be affected by ECWVTA?

Ambulances

The majority of businesses affected will be the manufacturers and converters of commercial vehicles, namely buses and coaches, goods vehicles and trailers. For a more comprehensive description of the vehicles affected please refer to the vehicle category definitions within the directive.

Trailer Certification

Two business sectors which will be particularly affected are body builders, i.e. those that take a chassis and build or modify a body of any description on it before selling it to the customer, and manufacturers of commercial vehicles imported from inside or outside Europe.

Motor Caravan Certification

### Q3: Why does it matter?

Conformity of Production

ECWVTA for passenger and commercial vehicles is very important. Once the relevant application date passes you will not be able to sell or register any new vehicles covered by the Directive without it having an approval certificate. No approval, no sale!

Agricultural and Forestry Tractors

At an operational level, you may need to make significant changes to your business to comply with the new Directive. For example, manufacturers may have to change their product design or manufacturing process to meet new technical or quality management requirements, or ensure that their staff have the correct training and skills to adapt. It makes sense to prepare now.

Glossary of Terms

### Q4: What are the enforcement dates for the new directive?

Definition of vehicle categories

The Directive became part of UK law from 29 April 2009. The dates from which ECWVTA will be enforced for each vehicle category vary from 2009 to 2014.

Technical Services

UK National Small Series Type Approval (NSSTA)

European Community Small Series type approval (EC)

Management Systems Certification

Legislation

Fuel Consumption & CO<sub>2</sub>

UK Enforcement &amp; Research - inc. WEEE &amp; Batteries

Other Certification Activities

Dangerous Goods

Recruitment

VCA Graduate Training Scheme

Categories	New Type Optional	New Type Mandatory	Existing Type Mandatory
M1	NA	29th April 2009	NA
M1 Special Purpose	29th April 2009	29th April 2011	29th April 2012
N1 - Incomplete and Complete	29th April 2009	29th October 2010	29th April 2011
N1 - Completed	29th April 2009	29th October 2011	29th April 2013
N2, N3, O1, O2, O3, O4 - Incomplete and Complete	29th April 2009	29th October 2010	29th October 2012
M2 and M3 - Incomplete and Complete	29th April 2009	29th April 2009 (1)	29th October 2010
N1, N2, N3, M2, M3, O1, O2, O3, O4 -	29th April	29th October	29th October



[Training courses](#)
[Useful links](#)
[VCA North America](#)
[VCA Asia Pacific](#)
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Special Purpose	2009	2012	2014
N2, N3 - Completed	29th April 2009	29th October 2012	29th October 2014
M2, M3 - Completed	29th April 2009	29th April 2010 (1)	29th October 2011
O1, O2, O3, O4 - Completed	29th April 2009	29th October 2011	29th October 2013



*Note (1): National approval available for a further 12 months subject to Art45(4)*

70/156/EEC (the old framework directive) was repealed with effect from the 29th April 2009. The first stages of application start to work in 2009, with voluntary whole vehicle approval being available for all types of vehicle at that time. Mandatory Approval will follow over the next few years, starting with buses and coaches (on the same date in 2009), with Whole Vehicle Approval for trailers bringing up the rear in 2013.

#### Q5: Are there business benefits from ECWVTA?

Yes. All vehicles will be manufactured to the same high standards of road safety and environmental performance, promoting customer confidence and retaining more value in vehicles produced.

A key objective of ECWVTA is the harmonisation of the European market. ECWVTA will reduce trade barriers by creating a level playing field for companies wishing to sell their vehicles in Europe. Currently, EU member states have different approval schemes, so a manufacturer may need to have their vehicles approved to each country's standards. This can be a complex, time-consuming and costly process for UK businesses and can be obstructive to their commercial plans, but ECWVTA will allow any such approved vehicle to be sold anywhere across the EU. No member state can refuse to register or permit the sale of and entry into service of new vehicles (on the grounds of construction) if they are accompanied by a valid certificate of conformity (COC).

#### Q6: How do manufacturers obtain Type Approval?

To achieve Type Approval for a new model of vehicle you need to demonstrate that you have quality management standards that meet the requirements for Conformity of Production (CoP) and that your vehicle meets the technical requirements set out in the Directive and associated legislation.

In practice, this means you will need to:

- Consider the design and construction of your vehicle to ensure that all relevant components comply with the technical requirements, as listed in the ECWVTA Directive;
- Make an application for Type Approval to the Vehicle Certification Agency (VCA) or another member state approval authority, requiring:
  1. Your production processes to be subjected to a CoP Assessment. You will need to provide documentation of your systems to demonstrate that all vehicles of the same type, manufactured following the documented process, will conform to the type approved specification.
  2. A thorough examination of your pre-production vehicles (including destructive testing where appropriate) to ensure that the vehicle meets the rigorous safety and environment standards.

Once Type Approval has been awarded, the manufacturer will be solely responsible for ensuring CoP remains valid for all vehicles produced under that approval. The manufacturer will then be able to issue a Certificate of Conformity (CoC) for each vehicle produced of that type.

#### Ensuring Continuous Conformity

After approval has been given, the UK automotive approval authority must first verify that the production arrangements of the manufacturer continue to be adequate. Verification must be carried out in accordance with certain procedures set out in the directive, and where appropriate, with the specific provisions of the separate directives.

#### Impact on Resources and Business Processes

To meet the new challenges presented by ECWVTA you may need to review your staff and financial resources to determine whether you need to bring in additional skills and how much more compliance may cost.

#### Q7: What about manufacturers only wishing to sell within the UK?

There are two separate national schemes for lower volume UK manufacturers. These are:

- National Small Series Type Approval (NSSTA)
- Individual Vehicle Approval (IVA)

The schemes are designed to maintain ECWVTA standards, whilst minimising compliance costs for low volume manufacturers, usually small to medium-sized companies.

However, unlike ECWVTA, these UK national approval schemes will not necessarily be accepted automatically by other EU member states. Producers who want to export products with national certification will have to apply directly to the Type Approval authority in the country to which they wish to export, although the Directive provides for processes to facilitate the mutual recognition of national Type Approvals.

#### **Q8: What else can you tell me about the different approval schemes?**

There are four different schemes:

1. ECWVTA is aimed primarily at manufacturers of vehicles and bodywork producing large numbers of the same vehicle type or product each year. It can be applied to complete, incomplete or completed vehicles. Achieving ECWVTA means the manufacturer can sell the product in any EU market without needing additional national tests in another EU member state. VCA is the designated UK type approval authority and can help in this area.
2. ECSSTA (EC Small Series Type Approval) has been created for low volume car producers only, and like full ECWVTA will allow Europe wide sales but with technical and administrative requirements that are more adapted to smaller businesses.
3. NSSTA (National Small Series Type Approval) is a UK national scheme for low volume manufacturers who intend to sell only in the UK. The advantages of NSSTA are a reduced CoP requirement, and reduction in administrative requirements. Like ECWVTA, once the design is approved, individual vehicles do not need to be tested
4. IVA (Individual Vehicle Approval) is a UK national scheme and the most likely route for those manufacturing or importing single vehicles or very small numbers. IVA does not require CoP, although most bodybuilders and converters will work with manufacturers to ensure there is no warranty compromise. Under IVA, vehicles have to be inspected by the Vehicle and Operator Services Agency (VOSA) in Great Britain or the Driver Vehicle Agency (DVA) in Northern Ireland.

#### **Q9: Where can I get more information?**

You can obtain further information about ECWVTA and NSSTA by contacting:  
Email: [enquires@vca.gov.uk](mailto:enquires@vca.gov.uk) or Tel: +44 (0)117 9524235

To find out more about IVA contact:  
Email: [enquiries@vosa.gov.uk](mailto:enquiries@vosa.gov.uk) or Tel: 0300 1239000  
Web: [www.businesslink.gov.uk](http://www.businesslink.gov.uk)

For IVA in Northern Ireland contact:  
Web: [www.dvani.gov.uk](http://www.dvani.gov.uk)





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## VEHICLE CATEGORY CHART

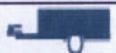



### PASSENGER VEHICLES

	Description	Category of vehicle
	Vehicles designed and constructed for the carriage of passengers and comprising of no more than eight seats in addition to the driver's seat.	<b>M1</b>
	Vehicles designed and constructed for the carriage of passengers, comprising of more than eight seats in addition to the driver's seat and having a maximum mass not exceeding 5 tonnes.	<b>M2</b>
	Vehicles designed and constructed for the carriage of passengers, comprising of more than eight seats in addition to the driver's seat and having a maximum mass exceeding 5 tonnes.	<b>M3</b>
	Motor caravans, ambulances, hearses, armoured cars, wheelchair-accessible vehicles (WAVs).	<b>M1</b> (Special Purpose Vehicles)

### GOODS VEHICLES

	Description	Category of vehicle
	Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.	<b>N1</b>
	Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes.	<b>N2</b>
	Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes.	<b>N3</b>
	Armoured Goods vehicles.	<b>N1</b> (Special Purpose Vehicles)

### TRAILERS

	Description	Category of vehicle
	Trailers with a maximum mass not exceeding 0.75 tonnes.	<b>O1</b>
	Trailers with a maximum mass exceeding 0.75 tonnes but not exceeding 3.5 tonnes.	<b>O2</b>
	Trailers with a maximum mass exceeding 3.5 tonnes but not exceeding 10 tonnes.	<b>O3</b>
	Trailers with a maximum mass exceeding 10 tonnes.	<b>O4</b>

**Note 1 – Special Purpose Vehicles :** The vehicles shown as 'Special Purpose' vehicles are given certain dispensations where it can be demonstrated to the Inspecting Authority that due to its design, it cannot comply with the technical requirements.

**Note 2 – Goods Vehicles :** In the case of a towing vehicle designed to be coupled to a semi-trailer or centre-axle trailer, the mass to be considered for classifying the vehicle is the mass of the tractor vehicle in running order, increased by the mass corresponding to the maximum static vertical load transferred to the tractor vehicle by the semi-trailer or centre-axle trailer and, where applicable, by the maximum mass of the tractor vehicles own load.

**Note 3 – Trailers :** In the case of a semi-trailer or centre-axle trailer, the maximum mass to be considered for classifying the trailer corresponds to the static vertical load transmitted to the ground by the axle or axles of the semi-trailer when coupled to the towing vehicle and carrying its maximum load.

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# EC CERTIFICATE OF CONFORMITY

The undersigned: **GERRY FACENNA** hereby certifies that the vehicle:

0.1. Make : Allied vehicles Ltd  
 0.2. Type : 7  
 Type Variant : 7XXXXXX  
 Type Variant Version : 7XXXXXXX  
 0.2.1. Commercial name(s) : Horizon S  
 0.4. Category : M1  
 0.5. Name & address of the manufacturer of the base vehicle : Automobiles Peugeot,  
 75 Avenue de la Grande Armee,  
 75116 PARIS – FRANCE.

Name & address of the manufacturer of the completed vehicle : Allied Vehicles Ltd.,  
 230 Balmore Road,  
 Glasgow,  
 G22 6LJ  
 0.6. Location of the statutory plates : Right hand engine mounting bracket  
 Vehicle identification number : VF3XXXXXXXXXX  
 Location of the vehicle identification number on the chassis: Engine bay, right hand strut top

Base Vehicle : Peugeot "Partner Tepee"  
 Manufacturer : Automobile Peugeot  
 EC type-approval number : e8\*2007/46\*0005\*01  
 Dated : 28/07/2010

Stage 2: Manufacturer : Allied Vehicles Ltd.  
 EC type-approval number : e8\*2007/46\*0005\*01  
 Dated : 13/12/10

conforms in all respects to the complete/completed type described in:

EC type-approval number : e8\*2007/46\*0005\*01  
 Dated : 13/12/10

The vehicle can be permanently registered without further EC type-approvals in Member States having left hand traffic and using imperial units for the speedometer.

Date: 19/09/11  
 (Signature) (Position) Chairman  
 Attachments (only applicable to multi-stage vehicle types)

certificate of conformity for each stage.

1. Number of axles and wheels : 2 axles, 4 wheels  
 3. Powered axles : 1, front  
 4. Wheelbase : 2428mm  
 4.1 Axle(s) spacing (mm) : 1-2: 2528mm  
 5. Length : 4180mm  
 6. Width : 1710mm  
 7. Height : 1762 mm  
 13. Mass of the vehicle with bodywork in running order : 1343 kg  
 16.1. Technically permissible maximum laden mass : 2040 kg  
 16.2. Technically permissible mass on each axle : 1. 1160 kg 2. 960 kg  
 16.4. Maximum mass of combination : N/A kg  
 18. Technically permissible maximum Towable mass : 0 kg  
 18.1. Drawbar trailer : N/A  
 18.3. Centre-axle trailer : 0 kg  
 18.4. Unbraked trailer : 0 kg  
 19. Maximum vertical load at the coupling point for a trailer : 0 kg  
 20. Engine manufacturer : Peugeot  
 21. Engine code as marked on the engine : 9HP  
 22. Working principle : 4 stroke compression ignition  
 23. Pure electric yes / no : No  
 23.1 Hybrid (electric) yes/no : No  
 24. Number & arrangement of cylinders : 4-inline  
 25. Capacity : 1560 cm<sup>3</sup>  
 26. Fuel : Diesel  
 26.1 Mono fuel/Bi fuel/Flex fuel : Mono  
 27. Maximum net power : 68kW at 4000 Rmin<sup>-1</sup>  
 29. Maximum speed : 162 km/h  
 30. Axle track 1...mm 2...mm : 1. 1507 2. 1556 mm  
 35. Tyre and wheel combination  
 Axle 1 : Tyre 205/65R15 (94H/94T)  
 Wheel 6.5J X 15 (et 27)  
 Axle 2 : Tyre 205/65R15 (94H/94T)  
 Wheel 6.5J X 15 (et 27)  
 Alternative Tyres and wheels  
 Axle 1 : Tyre 215/55R16 (93V)  
 Wheel 7J X 16 (et 26)  
 Axle 2 : Tyre 215/55R16 (93V)  
 Wheel 7J X 16 (et 26)  
 Axle 1 : Tyre 215/55R16 (93V)  
 Wheel 6.5J X 16 (et 26)  
 Axle 2 : Tyre 215/55R16 (93V)  
 Wheel 6.5J X 16 (et 26)

36. Trailer brake connections : N/A  
 38. Code for bodywork : SH  
 40. Colour of vehicle : Grey  
 41. No. & configuration of doors : 2 front hinged; 2 side, sliding;  
 : 1 rear tailgate.  
 42. Number of seating positions (including the driver) : See table  

Total	Front	Rear	Wheelchair	Notes
5	2	3	0	2/3 : 1/3 split rear seat
3	2	1	1	100kg wheelchair and occupant
1	0	0	1	250kg wheelchair and occupant

 42.1 Seat(s) designated for use only when the vehicle is stationary : None  
 42.3 Number of wheelchair user accessible positions : 1 (See table)  
 46. Sound level  
 Stationary : 76.0 dB(A) at 3000 revs min<sup>-1</sup>  
 Drive-by : 74.5 dB(A)  
 47. Exhaust emission level : Euro 5  
 48. Exhaust emissions (715/2007\*692/2008A)  
 1.1 Test Procedure : N/A  
 1.2 Test Procedure Type 1 (Euro 5)  
 : CO<sub>2</sub> 253.3 - mg/km  
 : NO<sub>x</sub> 169.2 - mg/km  
 : THC + NO<sub>x</sub> 244.1 - mg/km  
 : Particulates 0.6 - mg/km  
 : Particulates (nb) /x10 - nb/km  
 48.1 Smoke (corrected value of absorption coefficient (m<sup>-1</sup>)) : 0.51 /m  
 49. CO2 emissions / fuel consumption  
 Urban conditions : 154 g/km 6.2 l/100 km  
 Extra-urban conditions : 175 g/km 4.7 l/100 km  
 Combined : 179 g/km 6.3 l/100 km  
 51. For special purpose vehicles: designation in accordance with Annex II Section 5 : Wheelchair Accessible Vehicle  
 52. Remarks : Snow tyres  
 Axle 1: 215/55R16 (93H)  
 Axle 2: 215/55R16 (93H)

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**Summary of views**

The use of rear loading wheelchair accessible vehicles as licensed vehicles has been the subject of much debate and to date there is no consensus of opinion.

Some information relating to both sides of the debate is set out below:-

- Department for Transport Guidance issued on February 2010 includes “best practice is for local Licensing Authorities to adopt the principle of specifying as many different types of vehicle as possible and might usefully set down a range of general criteria leaving it open to the trade to put forward vehicles of their own choice so there can be flexibility for new vehicle types to be readily taken into account”. It goes on “Licensing Authorities should give very careful consideration to a Policy which automatically rules out particular types of vehicle.....”
- Several authoritative national organisations such as RADAR, SCOPE, Disabled Person’s Transport Advisory Committee and other bodies concerned with road safety, have had policies advising against rear loading wheelchair taxis being used as taxis. Their main concerns revolve around wheelchair users being in the road when entering and leaving the vehicle, drivers not being confident in assisting the wheelchair user on/off the kerb, and passengers being seated in the ‘crumple zone’ near the back of the vehicle. They highlight other practical problems such as rear-loading vehicles blocking already scarce rank space, and lack of alternative exits for wheelchair users in the event of an accident.
- Promoters of rear-loading wheelchair taxis point out that thousands of disabled people; special schools/charities have rear-loading vehicles often bought by individual wheelchair users on the Motability Scheme. It is claimed that entering and leaving the vehicle is quicker than with a side loading vehicle and easier for the driver, especially when the vehicle is fitted with a lift or a winch to pull the wheelchair into the vehicle. They submit that, if the vehicle was unsafe they would not be permitted to be on the road and would not meet the relevant safety standards. It should be noted that the medical services make considerable use of such rear-loading vehicles.
- The Department for Transport in its guidance document “Ergonomic Requirements for Accessible Taxis” states “There are advantages and disadvantages associated with wheelchair access from the side and rear of a vehicle. Side access does not require wheelchairs to negotiate a kerb or enter the carriageway and enables shallower ramp angles from the pavement. Rear access may be the most practicable means of access in non-urban environments. It may also enable

simpler manoeuvres to a secure travelling position inside the vehicle, but may not be possible from a taxi rank or kerbside”.

- Because rear-loading vehicles tend to be cheaper to purchase, and to run, than side loading vehicles, it could be argued that the standard of the fleet could improve as Proprietors would be able to afford newer vehicles.
- Side-loading vehicles meet with the requirements for people using a ‘reference wheelchair’, However, people who use heavy or powered wheelchairs, or people who need a significant amount of ‘headroom’, can find side-loading wheelchair taxis difficult or impossible to enter. Rear-loading vehicles are understood to be more likely to be able to accommodate them.
- All passengers should either face **forward** or backwards out never sideways. With side loading vehicles the wheelchair user has to enter the vehicle and then do a ninety degree turn. Some people need assistance from the driver in order to achieve this turn and it can turn out to be an awkward manoeuvre for passenger and driver alike.
- There could be concerns that because rear-loading vehicles are cheaper than side loading vehicles over the passage of time the entire fleet may become rear-loading. Due to the fact that these vehicles can only accommodate four passengers, many drivers may prefer the option to carry more passengers and in doing can command a higher fare.
- At present some adjacent local authorities have licensed rear loading vehicles and these include Bracknell Forest, the Royal Borough of Windsor and Maidenhead, West Berkshire, Wokingham and Runnymede.

**MEMBERS' ATTENDANCE RECORD**  
**2011/2012**

COUNCILLOR	02/06	21/07 (Meeting Cancelled)	05/10	02/11 (Meeting Cancelled)	19/01 (Meeting Cancelled)	23/02	26/03
Abe	Ap	-	P* (from 6.55pm)	-	-		
S Chaudhry	Ap	-	P	-	-		
P Choudhry	Ab	-					
Davis	P	-	P	-	-		
Dodds	P	-	P	-	-		
Long	P	-	Ap	-	-		
Munawar			P				
Plenty	P	-	P	-	-		
Rasib	P	-	P	-	-		
Sharif	P	-	P	-	-		
Sohal	P	-	P	-	-		

P = Present for whole meeting

Ap = Apologies given

(NB: Councillor P Choudhry ceased to be a member of the Committee from 29 September 2011. Councillor Munawar appointed to Committee on 29 September 2011)

P\* = Present for part of meeting

Ab = Absent, no apologies given

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