

## **APPENDIX A**

**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/>

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**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

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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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