

From: city improvement
Sent: 18 September 2018 14:00
To: Darren Mountford
Subject: FW: New taxi conditions etc.

From: [REDACTED]
Sent: 18 September 2018 13:57
To: Licence Team
[REDACTED]
Subject: New taxi conditions etc.

Hello,

I would like to bring the following to your attention:

Hackney Carriage & Private Hire Regulatory Guidelines

48 Parking on a double yellow area, waiting or stopping on a bus stop or private land (without the owner's permission) unless requested by a paying customer present in the vehicle. 6 X X

This goes against previous High Court rulings which allow a Hackney Carriage to ply for hire on a double yellow line where there are no loading restrictions.

49 Failure to behave in a civil and orderly manner. 6 X X

This is very contentious. Simply disagreeing with an ignorant or poorly educated person could be considered a failure when that person gets angry themselves: this particularly applies to officers of the local councils.

I hope you will now reconsider.

Please confirm that there is now a traffic order in place to cover the Ranks at Grosvenor House. If you cannot confirm this then please tell me who I should complain to to get the responsible officers punished.

Best Regards,

[REDACTED]

From: city improvement
Sent: 19 September 2018 09:08
To: Darren Mountford; Richard Barnett; Chris Butler
Subject: FW: Taxi rule change

From: [REDACTED]
Sent: 19 September 2018 08:41
To: city improvement
Subject: Re: Taxi rule change

With the new changes with Cheltenham going all wheelchair accessible it seems like the right thing to do would be to bring this to Gloucester in 20.23 so everybody could have access because taxis are public transport

On Tue, 18 Sep 2018, 17:55 [REDACTED] wrote:

With reference to the new proposal I agree

With most of them apart from taking the purpose built taxis .ones fifteen years or older will get 3 years to change them

But wouldn't it make sense to give them all until 20.23 to change them.that way they would all be changed at the same time.

[REDACTED]

From: [REDACTED]
Sent: 24 September 2018 14:52
To: Darren Mountford
Subject: Proposed changes to the private hire rule book

Hi Darren

Just a thought about the proposed changes to private hire dropping off in the Oxbode . As we have very few hackney drivers that take wheelchair passengers, this change would make it near impossible for wheelchair users to get to the post office. As private hire drivers have far more wheelchair able vehicles it will enable them to carry on this service as usual. I do not think many of these disabled groups would be very happy about this and would want to have talks with the council about the withdrawing of private hire companies from this area. As a disabled carrier myself I would be pushing the council for drop off points to be considered for private hire, this of course would be with disabled groups putting in there thoughts as well. An answer would be expected before these changes are imposed on all concerned

[REDACTED]

From: [REDACTED]
Sent: 26 September 2018 17:14
To: Darren Mountford
Cc: [REDACTED]
Subject: The Oxbode

Dear Darren,

Over the past few days, drivers have drawn our attention to a recent document issued by GCCL concerning variations upon the rule book.

Whilst in agreement with the content we note that printed in red / after thought(4.0 paragraph 4.4) refers to a reinforcement toward Private Hire Drivers waiting/dropping off in in designated HC Ranks.

We concur with this rule – There are surely exceptions that should be added as caveats.

The Oxbode as a primary example.

70% of Gloucester patrons are now supported by Private hire drivers. The Post office located at the Oxbode remains a singular source of our ever-ageing population reliant upon their service's including access to their weekly pensions as well as posting letters etc.

Many of our ageing passengers lack mobility, require external mechanised means of mobility and at times aid, from the driver.

The HC rank monopolises the Oxbode and given the above, restricts all PHDs from performing their professional let alone their moral duties!!

We accept that approaching highways to re-mark the area will take time, money and resources – but viewing CCTV supporting any testimony from a belligerent HC will not.

Add 'The Oxbode' caveat and allow [REDACTED] and other firms to continue with public service which as operators we are expected/responsible to do.

The vanguard of all success is the application of common sense!

In an anticipation of your support.

[REDACTED]

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

From: city improvement
Sent: 12 November 2018 13:54
To: Darren Mountford
Cc: Richard Barnett; Chris Butler
Subject: FW: taxi rule changes

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

From: [REDACTED]
Sent: 12 November 2018 13:10
To: city improvement
Subject: taxi rule changes

good morning

after looking at the proposed changes to car specification. i feel you would be putting gloucester drivers/operators at an even further disadvantage as gloucester has the highest standards in the county with regards to age and length of service the car can be used for when it comes to tendering for school runs through Gloucestershire county council.

there are vast numbers for very old cars and minibuses licenced in Tewks that are operating from Gloucester i.e. Robertson Transport based in Lower Tuffley Lane there are also other Gloucester based operators now using Tewksbury plated cars for day to day phone booking.

I think that Gloucester city council should work with the integrated transport unit at Gloucester county council to raise the standard of the cars that can be used for school work.

also would it not be a good idea to work with Cheltenham council and Tewksbury to try and get an industry standard for the area making the playing field more even for everyone. I am all for the high standards but when people are using loopholes in licensing laws I feel this is unfair on the operators who follow the laws correctly. the cars and minibuses are mainly being used around Gloucester thus pushing the pollution readings up for the town.

kind regards

[REDACTED]

From: [REDACTED]
Sent: 13 November 2018 21:36
To: Darren Mountford
Subject: Future of London style taxis..

Firstly I want to thank the licencing team in extending the time to replace the current London Tx 1/2s to 3years.... As we know the current situation for purpose built taxis is they can be licenced for life.. Which given the modern world and current future conditions it is highly inappropriate.. So moving on the current proposal is for them to have a 15 year restriction and also to be euro 6... Now what I want to discuss and hopefully negotiate is these particular two conditions.. Now dealing with the latter.. The one big issue about euro 6 from an operator's view is the manufacture of these was restricted Dec 2017.. Making the available purchase period from 2015 /17 very specific.. Understandable this was due to the switch to the tx electric production for the supply of Londons future fleet. This has been a long thought out process between the authorities and the London Hackney Carriage community.. Unfortunately at present gloucester does not have the resources to support an all electric fleet or provide the thousands of pounds of grants to replace diesel Tx cabs... Therefore until we have a clear electric policy I don't believe the euro 6 or 15 year rule can be applied to purpose built vehicles.. They are clearly a one off breed that should be treated separately.. Firstly because they are designed to do the job of a Hackney from the outset. Side loading wheelchair access.., multi seating.., a swing out chair for struggling passengers and a very common occasional situation of carrying prams and pushchairs that do not require the public to remove the child.. The bottom line is I believe they are the best and the few numbers we have, provide a bigger outweighing service to the public.. Also I would like to add that the future presence of purpose built London taxis in the city will not only do a fantastic job but also may aid the future plans for electric taxis themselves.. Considering that London will be operating this approach through the conversion to all electric.. With hindsight.. It may be possible for Gloucester to get grants to install electric chargers.. I'm just thinking out aloud... So to the proposal... TX4s are the last produced diesel London style cabs from 2006 /17... As a representative of the London style Hackney Carriage association of Gloucester my proposal.. Is to allow current owners to replace their vehicles with any Tx4 due to the financial and almost impossible task of finding an available euro 6.. And in terms of age restriction to install a 25 year rule until further notice.. The association completely understands the task of the council and licensing team.. And are willing to support future development and changes.. Nothing is set in stone.. But at the present moment it would be fully appreciated if the differcult economic and replacement issues could be looked at favourably . Thankyou and any questions are appreciated..

