

Specification Reference No	Current Specification	Comments/Reasoning	Proposals	Summary of Consultation feedback	
1.8	A vehicle which is involved in an accident or otherwise damaged must be reported to the Council within 72 hours so that the vehicle can be inspected	<ol style="list-style-type: none"> 1. Legal requirement for all accidents (Sec 50 (3)) Without prejudice to the provisions of section 170 of the Road Traffic Act 1988, the proprietor of a hackney carriage or of a private hire vehicle licensed by a district council shall report to them as soon as reasonably practicable, and in any case within seventy-two hours of the occurrence thereof, any accident to such hackney carriage or private hire vehicle causing damage materially affecting the safety, performance or appearance of the hackney carriage or private hire vehicle or the comfort or convenience of persons carried therein. 2. Emergency appointments are available on a daily basis during the week (must only be used in an emergency and not for drivers wishing to have a more convenient appointment) 3. 72 hour period covers the weekend 4. An alternative could be to suggest Out Of Hours Support – the cost of which would need to be met through the licence fees 5. A definition of major and minor 	<p>That the Licensing Team look at providing an out of hours service so that accidents can be reported and inspections provided out of normal working hours. The Licensing Service is funded only by the fees it recovers and not by Council Tax money. Therefore the costs of this service would need to be recovered through the licence fee.</p> <p>That the specification is reworded to include a definition of the terms “Major” and “Minor” so that priority can be given to vehicles that have had a “Major” accident. It should be noted that the legislation requires all accidents causing damage materially affecting the safety, performance or appearance of the vehicle must be reported within 72hrs</p> <p>Suggested Definitions:</p> <p>Major: Damage to the vehicle, either mechanical or cosmetic, that compromises the safe operation of the vehicle.</p> <p>Minor: cosmetic or superficial damage to the vehicle that does not compromise the safe operation of</p>	Do you feel that the Council should explore the feasibility of implementing an out of hour’s service and its associated costs that will need to be recovered through an increase in fee levels?	<p>YES=4</p> <p>NO=11+CVHA</p>
				One return had no view.	
				<p>Summary of responses from the No:</p> <ul style="list-style-type: none"> -Fees already high enough -within 4 hours of next working day -its reasonable to wait until Council office is open -shouldn’t need to report minor damage. - Report within 72 hours. - No need to change from 72 hours -72 hours is more then sufficient time to report (17) <p>Summary of responses from Yes:</p> <ul style="list-style-type: none"> - Would want to know additional costs first (16). <p>Officer comment:</p> <p>There is a clear view from the Trade that current arrangements are acceptable. The legal requirement is for reporting to the local authority</p>	

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		<p>accidents needs to be sought – this would protect both public safety and the licence holder</p>	<p>the vehicle.</p>	<p><i>within 72 hours.</i></p> <p>Officer Recommendation: <i>Retain current Specification requirement to report accidents within 72 hours. The inclusion of definition of 'major' and 'minor' will assist in prioritising inspections.</i></p>			
<p>3.4</p>	<p>The Council will not grant a new Taxi licence to any vehicle which is more than 5 years old when presented to be licensed for the first time.</p>	<ol style="list-style-type: none"> 1. Other factors that have been taken into consideration when determining this section of the policy revolve around higher mileage on older vehicles and environmental concerns such as higher emissions from older vehicles. 2. Taxis are subject to business use and therefore are likely to 	<p>That the Licensing Team research the use of mileage or emissions levels as a means for determining if a vehicle is suitable for licensing or re-licensing. Where such systems are in place, there is often a requirement for additional mechanical testing for vehicles over a certain age. Any additional costs associated would need to be met by the licence fee.</p>	<p>Do you feel that the Council should explore the feasibility of using mileage or emissions to determine if a vehicle should be licensed or re-licensed, rather than age with the associated costs that will need to be recovered through an increase in fee levels?</p> <table border="1" data-bbox="1686 1093 2141 1184"> <tr> <td data-bbox="1686 1093 1915 1184"> <p>YES=9</p> </td> <td data-bbox="1915 1093 2141 1184"> <p>NO=6+CVHA</p> </td> </tr> </table>		<p>YES=9</p>	<p>NO=6+CVHA</p>
<p>YES=9</p>	<p>NO=6+CVHA</p>						


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3.5	The Council will not renew the licence of any vehicle once it is more than 7 years old.	<p>have a higher mileage.</p> <p>3. The government has just introduced a scrappage for domestic vehicles 10 years old or over, implying a vehicle for business use may have a far shorter life span.</p> <p>4. The Licensing Authority has discretion to make exception to the Policy where good reason requires it to do so. License holders can submit a Business case with supporting information if they consider their vehicle should be treated as an exception to Policy.</p>		<p>Summary of responses from No: -5 and 7 year rule is wrong-it does not cost the Council more to license older vehicles. - We do not believe age should influence decision. If a vehicle has an MOT and is in adequate condition then it should be re-licensed. We believe the Council should plate all vehicles until they are at least 7 years old.(17)</p> <p>Summary of responses from Yes: -Use emissions -Emissions is most important as older vehicles will have parts regularly replaced. -Decision should be left to Inspectors on condition of vehicle. -Mileage not emissions -As long as vehicle is still in good condition -Fees to be charged on high emission vehicles -But no increase in fees and provided vehicle in good condition (no need for vehicle to be taken off the road at 7 years..some have relatively low mileage.</p> <p>Officer Comment: Responses from the Trade are mixed with no clear consensus.</p> <p>Consideration of a licensing regime that takes account of emissions of vehicles would be in keeping with the Strategic Priority of Cleaner Greener and the Council's work on</p>


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				<p><i>Climate Change.</i></p> <p><i>This approach could be investigated further but in the knowledge that MOT's test emission levels and set a minimum standard so any Policy change could only be based on raising the standard. Any Policy may also require distinction between petrol and diesel engines.</i></p> <p><i>Officers have concerns over use of mileage- milometer is not always a definitive record.</i></p> <p>Officer Recommendation:</p> <p><i>Retain current Policy with age restriction. This Policy has provision for Business Case to be presented by applicants as to why a vehicle older than the policy might be considered.</i></p> <p><i>Investigate further the option of introducing emissions criteria as part of the Council's Climate change work.</i></p>
5.3	The vehicle will have to have a satisfactory arrangement for ramps, steps, handrails, and storage of wheelchairs. Fixing of wheelchairs must also be to the satisfaction of the Council. The vehicle must be capable of taking a wheelchair with the passenger suitably anchored with any safety belt or harness for the user. The dimensions for the	<ol style="list-style-type: none"> 1. If the policy is more specific, the number of vehicles suitable to be licensed will be limited. As mentioned above, each case will be assessed on its own merits. 2. Alternatively, a definitive specification will assist the Licensing Inspectors in their duties and give strict guidelines to all applicants that will have to 	That in accordance with the requests of the trade The Council will re-word this paragraph to clarify its meaning	<p>Summary of feedback in support:</p> <ul style="list-style-type: none"> -All makes should be accepted -This is a much clearer statement -Purpose built straps or clamps should be used -We agree (17) <p>Summary of feedback not in support:</p>


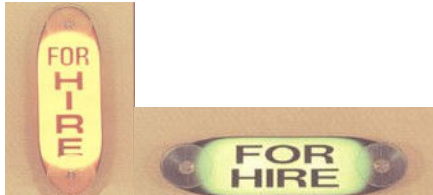
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	<p>door aperture giving access for wheelchair based persons must also be to the satisfaction of the Council. Further advice may be obtained from the licensing service.</p>	<p>be adhered to.</p>	<p>Suggested rewording is:</p> <p>..... The vehicle must be capable of securing the wheelchair within the vehicle independently of any wheelchair safety belt or harness that is provided for the user.</p>	<p>-We disagree with your Policy and CDC should stop regularly changing the specification and giving us a hard time (16)</p> <p>Officer Comment: The trade seems generally supportive of this proposal.</p> <p>Officer Recommendation: New wording to be included in the Policy with addition of wording as follows:-</p> <p>‘... The vehicle must be capable of securing the wheelchair within the vehicle with purpose made straps, clamps, anchor devices and independently of any wheelchair safety belt or harness that is provided for the user...’</p>
6.2	<p>a) Colour, markings and signs All vehicles shall be white. Purpose built “London Taxis” shall be exempt from this requirement. A “London Taxi” is an FX4 or Metrocab type of vehicle. Converted “people carrier” vehicles are <u>not</u> classed as a London Taxi. The shade of white shall be approved by the Council prior to the vehicle being licensed. All paintwork shall be factory standard.</p>	<p>1. a) COLOUR- It is the view of the Licensing Authority that a single colour for all HCVs (except non purpose built) achieves the best position in terms of public recognition and in assisting effective enforcement. Any change to the Council’s Policy on single colour HCV’s has adverse impact on PHV’s, as to ensure recognition of the colour as an HCV, policy would have to remove the use of this colour by PHV’s and consequently would increase costs to the PHV licence holder.</p>	<p>The Council proposes that to make more colours available to HCV Vehicles it removes the following wording</p> <p>..... Purpose built “London Taxis” shall be exempt from this requirement. A “London Taxi” is an FX4 or Metrocab type of vehicle. Converted “people carrier” vehicles are <u>not</u> classed as a London Taxi.</p> <p>And replaces it with</p> <p>..... Purpose built vehicles shall be exempt from this requirement. The Council will publish a list of vehicles that it considers to be “purpose built” and will review</p>	<p>Summary of response’s in support: -Agreed -OK -We agree (17)</p> <p>Other feedback: -Difficult to find factory painted white vehicle; having any colour would be best or introducing a few popular colours. -Purpose built vehicle that is painted ‘white’ by manufacturer should be accepted. -Restricting vehicles by colour does not provide a better service to the public. -HCV’s should be in 2 colours white</p>

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		<p>2. a) WAV's- The Council currently only exempts "London Taxis" from the requirements to be a white vehicle.</p>	<p>and update annually.</p> <p>This will also benefit the current exemption that applies regarding advertising on Purpose Built Vehicles</p> <p>The Council proposes to include definitions of the terms "white" paint and change the definition for "factory standard" to "professional standard" as follows:</p> <p>White Paint: the colour of the vehicle must fall within the colour spectrum chart supplied by the Council's Licensing Team</p> <p>Professional Standard: a professional standard finish will mean a uniform colour of the paintwork on the vehicle without blemish or variation</p>	<p><i>and silver and all WAV's should be same as London cab. (16)</i></p> <p>Officer Comment: <i>There seems to be general support for this approach from the Trade. An amendment to Policy to enable purpose built vehicles in colours other than white does not undermine the overall Policy and reasoning on white for vehicles that are not purpose built.</i></p> <p>Officer Recommendation: <i>Amend the Specification to the revised wording set out in the consultation;</i></p> <p><i>Purpose built vehicles shall be exempt from this requirement. The Council will publish a list of vehicles that it considers to be "purpose built" and will review and update annually.</i></p> <p>White Paint: <i>the colour of the vehicle must fall within the colour spectrum chart supplied by the Council's Licensing Team</i></p> <p>Professional Standard: <i>a professional standard finish will mean a uniform colour of the paintwork on the vehicle without blemish or variation.</i></p>

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6.2	b) The word "TAXI" shall be shown on both front doors <u>affixed</u> to the vehicle in black block letters, 15 cm high.	b) TAXI SIGNAGE -Ensuring that the vehicle is clearly identified as a taxi is vital in the interests of public safety. The importance of the size of the letters is vital to those with impaired vision. - Introduction of door stickers, to be supplied by the Licensing Team, ensures uniformity to sign on the doors. Costs will need to be met by licence fee.	The Council propose to provide the Taxi sign stickers as part of the application process in the same way it does with the licence plate brackets. The additional cost will be reflected in the licence fee, although it is hoped that the Council will be able to secure discounted rates due to purchasing in bulk. Any discounts will be passed on.	<p>Summary of responses in support: -<i>Agreed</i> -<i>Agreed</i> -<i>Very sensible</i> -<i>Satisfactory</i></p> <p>Summary of responses not in support: -<i>Leave it as is</i> -<i>No need to change; why can't inspectors refuse to carry out inspections of signs do not look to be right size/colour; just refuse to license vehicles that do not meet required standards.</i> -<i>We do not believe the Council should provide the stickers-just give the size and leave drivers to purchase (17)</i> -<i>Should be at the discretion of the vehicle owner (16)</i></p> <p>Officer Comment: <i>General agreement from the Trade as to their being a standardised signage as part of the Vehicle Specification and that vehicle owners should be left to purchase.</i></p> <p><i>As the proposal for the Licensing Authority to purchase was to try and achieve cost savings for license holders, we are happy to drop this element of the proposal..</i></p> <p>Officer Recommendation: <i>Vehicle Specification to state format and size of stickers. Vehicle owners to supply.</i></p>

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6.2	c) A roof sign shall be provided which is capable of being illuminated at night. The roof sign shall display only the word "TAXI" and shall not display any other distinguishing marks or telephone numbers. The Council will, without prior approval, allow the R4 or R5 type sign supplied by Halda Limited. A roof sign of similar dimensions, but supplied by another firm, may be provided subject to prior approval from the Council as to the size, wording and colour before obtaining and fitting the sign.	c) ROOF SIGN- officers note the comments of trade associations.	<p>The Council proposes to remove the following wording:</p> <p><i>..... The Council will, without prior approval, allow the R4 or R5 type sign supplied by Halda Limited. A roof sign of similar dimensions, but supplied by another firm, may be provided subject to prior approval from the Council as to the size, wording and colour before obtaining and fitting the sign.</i></p> <p>and replace with the following specification:</p> <p>The sign placed upon the vehicle must be no smaller than 10 inches wide x 4 inches high x 4 inches deep and no larger than 16 inches wide x 6 inches high x 5 inches deep. The roof sign will stipulate the word 'TAXI' only, which will be in black capital letters against a white background. The font type should be "Arial" or similar and the sign should resemble the picture below:</p> 	<p>Summary of responses in support:</p> <ul style="list-style-type: none"> -Majority of signs on vehicles are correct. If there are a few that do not meet standard simply do not license the vehicle. -Agreed -Agreed -Satisfactory -We agree...but believe that drivers should be able to have some form of advertising on the back of the roof sign (17) <p>Summary of responses not in support:</p> <ul style="list-style-type: none"> -Any taxi sign should be accepted -In the end all the taxis will look the same and the public will not know who they are dealing with. - We disagree it should be up to us not CDC, we are capable of doing this without interference.(16) <p>Officer Comment:</p> <p><i>There seems to be general support for this from the Trade. We recognise that advertising on the reverse side could be beneficial and are happy to amend the Vehicle Specification to enable this, but with provisos.</i></p> <p>Officer Recommendation:</p> <p><i>Amend the current specification to include the wording set out in the consultation, amended to allow advertising on the reverse of the</i></p>

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				<p><i>sign:</i></p> <p><i>The sign placed upon the vehicle must be no smaller than 10 inches wide x 4 inches high x 4 inches deep and no larger than 16 inches wide x 6 inches high x 5 inches deep. The forward facing side of roof sign will stipulate the word 'TAXI' only, which will be in black capital letters against a white background. The font type should be "Arial" or similar and the sign should resemble the picture below. Limited advertising will be allowed on the reverse of the sign. This must conform to the other advertising requirements in the Vehicle Specification and all such advertising must first be approved by the Licensing Authority prior to use.</i></p> 
6.2	d) A windscreen sign shall be provided displaying the words "FOR HIRE". This sign shall be capable of being illuminated when the vehicle is plying for hire and shall be capable of being switched off when the vehicle is	d) WINDSCREEN SIGN- officers note the comments of trade associations.	The Council proposes to remove the following wording: as supplied by Halda Limited. A sign of similar dimensions, but supplied by another firm, may be provided	Summary of responses in support: -Satisfactory -Agreed -Agreed -No comment -We agree with the rewording of this

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	<p>hired. The letters shall be out of a green background and the sign shall be 240 mm x 55 mm x 50 mm as supplied by Halda Limited. A sign of similar dimensions, but supplied by another firm, may be provided subject to prior approval from the Council, before obtaining and fitting the sign.</p>		<p>subject to prior approval from the Council, before obtaining and fitting the sign.</p> <p>and replace with the following specification:</p> <p>The sign placed in the windscreen of the vehicle must be no smaller than 7 inches x 2 inches and no larger than 10 inches x 4 inches. The windscreen sign will stipulate the words 'FOR HIRE' only, which will be in black capital letters against a green or orange background. The font type should be "Arial" or similar and the sign should resemble the pictures below:</p> 	<p><i>specification (17)</i></p> <p>Summary of responses not in support:</p> <ul style="list-style-type: none"> -as it is now is ok. -Majority of signs are of correct size and wording -We disagree it should be up to us not CDC, we are capable of doing this without interference.(16) <p>Officer Comment: <i>There seems to be general support for this from the Trade.</i></p> <p>Officer Recommendation:</p> <p><i>To amend the current Policy wording and replace with the wording in the consultation proposal, namely:</i></p> <p><i>The sign placed in the windscreen of the vehicle must be no smaller than 7 inches x 2 inches and no larger than 10 inches x 4 inches. The windscreen sign will stipulate the words 'FOR HIRE' only, which will be in black capital letters against a green or orange background. The font type should be "Arial" or similar and the sign should resemble the pictures below:</i></p> 

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6.2	<p>e) Advertisements may appear on the vehicle subject to the prior approval of the Licensing Authority. The overall size of the advert must not exceed 45 cm x 25 cm. Approved advertising will be:-</p> <ul style="list-style-type: none"> i. non racist; ii. non-sexist; iii. non-disablist <p>and should not cause offence to the general public or any section of the community, or refer to tobacco or alcohol products unless as part of a health education or similar campaign.</p>	<p>e) ADVERTISEMENT- officers note the comments of trade associations.</p>	<p>That the words 'non-Political' should be included.</p>	<p>Summary of responses in support:</p> <ul style="list-style-type: none"> -non racist and non political signs should be ok. -Good policy -Agreed -Agreed -OK. PHV's should not be allowed to display Taxi sign and should display Advance Booking Only -We agree with the re-wording of the specification (17) - all adverts also be non religious and non political, as long as the advert does not offend it should be allowed but with prior approval of CDC (16). <p>Summary of responses not in support:</p> <ul style="list-style-type: none"> - None <p>Officer Recommendation:</p> <p><i>That the words 'non-Political' should be included in the specification as set out in the consultation proposal.</i></p>
8.1	<p>The following equipment shall be provided:-</p> <p>d) 1 litre foam or 1 kg powder fire extinguisher manufactured to BS5423:1987 fixed between the</p>	<p>d) FIRE EXTINGUISHER-The location is stated as a matter of safety so it is easily accessible to the driver and any persons who may come across the vehicle in the event</p>	<p>The Council noted the comments of the trade associations in so far as the current location was not ideal so it proposes to remove the following wording</p>	<p>Summary of responses in support:</p> <ul style="list-style-type: none"> - Satisfactory - Agreed - Agreed

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	<p>driver's door and seat (note the device must be fixed in a clip specially for the purpose of retaining the device);</p> <p>e) First aid kit of a sufficient size (note this must be secure and readily accessible and kept clean and fully provisioned at all times);</p>	<p>of an emergency, e.g. the emergency services.</p>	<p>..... fixed between the driver's door and seat (note the device must be fixed in a clip specially for the purpose of retaining the device)</p> <p>and replace it with</p> <p>..... the fire extinguisher will be kept so as to ensure easy access by the driver in the event of an emergency in a fixed position in the boot of the vehicle.</p> <p>Further Proposals:</p> <p>That the Council will mark fire extinguishers and first aid kits with licence numbers to eliminate</p>	<p>- This is in line with other authorities - We agree with the rewording but it should be reworded so that the fire extinguisher is in a fixed position within the vehicle and easily accessible by the driver.(17)</p> <p>Summary of responses not in support:</p> <p>-No driver has adequate training to use such appliances -Should be acceptable just for the vehicle to have one -Add in...or anywhere else suitable (16).</p> <p>Officer Comment:</p> <p>The logic to the requirement of fixing in the boot was to have a consistent location in licensed vehicles, but we recognise that some vehicles have factory fittings in alternate locations.</p> <p>Officer Recommendation:</p> <p>The specification to be amended to: the fire extinguisher will be kept so as to ensure easy access by the driver in the event of an emergency in a fixed position to the satisfaction of the Licensing Authority.</p> <p>Summary of responses in support:</p> <p>-OK -Agreed</p>

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			<p>'sharing' of equipment and ensure compliance with licence conditions</p> <p>That the Council will stipulate the location of the First Aid Kit with the following wording:</p> <p>..... the first aid kits will be kept so as to ensure easy access by the driver in the event of an emergency in a fixed position in the boot of the vehicle.</p>	<p><i>-Agreed</i> <i>-This is in line with other authorities</i> <i>OK</i></p> <p>Summary of responses not in support: <i>-Should be acceptable just to have one</i></p> <p>Officer Recommendation: <i>The specification to be amended to include the consultation proposal, namely:</i></p> <p><i>That the Council will mark fire extinguishers and first aid kits with licence numbers to eliminate 'sharing' of equipment and ensure compliance with licence conditions.</i></p> <p>Summary of responses in support: <i>-Agreed</i> <i>- This is in line with other authorities</i> <i>Summary of responses not in support:</i></p> <p><i>-First aid should not be administered; first aid kits have expiry dates and should not be used after.</i> <i>- Should be acceptable just to have one.</i> <i>-Can be placed in overhead locker in front of car</i> <i>- we agree with the rewording but it should be reworded so that the first aid kit is in a fixed position within</i></p>

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				<p><i>the vehicle and easily accessible by the driver (17)</i></p> <p>Officer Recommendation: <i>The specification to be amended to : the first aid kits will be kept so as to ensure easy access by the driver in the event of an emergency in a position to the satisfaction of the Licensing Authority</i></p>
Appendix 2	<p>Doors: All doors must be capable of being opened from the inside.</p> <p>There must be at least four doors. Vehicles without a nearside door are not acceptable.</p>	<p>Doors: Officers note the comments of trade associations</p>	<p>Propose to clarify within the policy that nearside door access is required for passengers to the rear by including the following wording:</p> <p>.....Vehicles without a nearside door are not acceptable and the vehicle must provide a nearside door for access to the seats in the rear of the vehicle.</p>	<p>Summary of responses in support: - Agreed -Good Policy -Agreed -Agreed -Satisfactory</p> <p>Summary of responses not in support: -Vehicles should have 4 or 3 doors and a full height and full width rear entry/exit hatch. -Needs to be reworded-we believe that if the vehicle is factory built to carry passengers the vehicle will have sufficient access to rear seats (17) -Don't understand needs clarifying. (16).</p> <p>Officer comments: Nearside door access is required for passengers to the rear.</p>

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				<p>Officer Recommendation:</p> <p>The specification to be amended to include the consultation proposal, namely:</p> <p>Vehicles without a nearside door are not acceptable and the vehicle must provide a nearside door for access to the seats in the rear of the vehicle.</p>
Appendix 2	<p>Wheelchair Access:</p> <p>A ramp or ramps for the loading of a wheelchair and occupant must be available at all times for use at the nearside passenger door. An adequate locating device must be fitted to ensure that the ramp/ramps do not slip or tilt when in use. Provision must be made for the ramps to be stowed safely when not in use. The storage of the ramps when not in use must not impede access or egress of passengers. They can be folded but must be ridged in use. There must be a slip resistant surface on the ramp/ramps with outer edges coloured. Anchorages must be provided for the wheelchair and chair bound passenger. Restraints for wheelchair and occupant must be independent of each other. Belts attached to a wheelchair in order to assist a person to remain in it whilst travelling will not be acceptable.</p>	<p>Wheelchair Access: Officers note the comments of trade associations</p>	<p>The following minor changes to be made to wording to aid clarification:</p> <p>... A ramp or ramps for the loading of a wheelchair and occupant must be available at all times for use at the passenger door...</p> <p>... The ramps can be folded but must be rigid in use...</p> <p>Remove the following wording: Anchorages must be provided for the wheelchair and chair bound passenger. Restraints for wheelchair and occupant must be independent of each other....</p> <p>And replace with</p> <p>... .. The vehicle must be capable of securing the wheelchair within the vehicle independently of any wheelchair safety belt or harness that is</p>	<p>Summary of responses in support:</p> <ul style="list-style-type: none"> - Satisfactory - Agreed - Agreed - Seems sensible - Agreed - Wheelchair access of rear is illegal - The ramp should be with the vehicle -We agree with the re-wording of the specification (17) <p>Summary of responses not in support:</p> <ul style="list-style-type: none"> -Wheelchair access should be either nearside or rear. -We do not agree that we have to provide anchorage for safe storage of a wheelchair (16) <p>Officer Recommendation:</p> <p>The specification to be amended to include the consultation proposal, namely:</p>

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	<p>Vehicles must be capable of transporting a folded wheelchair as luggage. Anchorages must also be provided for the safe storage of a wheelchair when not in use, whether folded or otherwise, if carried within the passenger compartment.</p> <p>All anchorages and restraints must be so designated that they do not cause any danger to other passengers.</p>		<p><i>provided for the user. All anchorages and restraints must be located to not cause any danger to other passengers...</i></p>	<p><i>... A ramp or ramps for the loading of a wheelchair and occupant must be available at all times for use at the passenger door...</i></p> <p><i>... The ramps can be folded but must be rigid in use...</i></p> <p><i>... .. The vehicle must be capable of securing the wheelchair within the vehicle independently of any wheelchair safety belt or harness that is provided for the user. All anchorages and restraints must be located to not cause any danger to other passengers...</i></p>
Appendix 2	<p>Miscellaneous:</p> <p>The provision of a step for assisted entry is recommended. The step must be covered with a slip resistant surface. In the case of vehicles with a high floor height, a step will be required.</p>	<p>Miscellaneous: Officers note the comments of trade associations</p>	<p>That the wording is amended to include</p> <p>The provision of a step for assisted entry is recommended. The step must be covered with a slip resistant surface. In the case of vehicles with a high floor height, a step (s) will be required. The maximum rise for each step will be 17cm.</p>	<p>Summary of responses in support:</p> <ul style="list-style-type: none"> - Agreed - <i>This is worth enforcing for the benefit of the young and elderly</i> - Agreed - Agreed <p>Summary of responses not in support:</p> <ul style="list-style-type: none"> - <i>We disagree. If the vehicle has been fitted with a step then the size of the step would already be adequate (17)</i> - <i>The step should be discretionary, there should be flexibility exercised on this point (16)</i> <p>Officer Comment;</p> <p><i>This proposal was included because of the request for clarification but the proposal needs further clarification as set out in the recommendation</i></p>

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				<p>Officer Recommendation:</p> <p><i>The specification to be amended to include the consultation proposal, namely:</i></p> <p><i>The provision of a step for assisted entry is recommended. The step must be covered with a slip resistant surface. In the case of vehicles with a floor height over a height of 40cm, a step (s) will be required. The rise for each step will be between 17cm and 25cm.</i></p>