

**Time and Date**

3.00 pm on Wednesday, 29th September 2021

Place

Committee Room 3 - Council House

Please note that in line with current Government and City Council guidelines in relation to Covid, there will be reduced public access to the meeting to manage numbers attending safely. If you wish to attend in person, please contact the Governance Services Officers indicated at the end of the agenda.

Public Business**1. Apologies****2. Declarations of Interests****3. Minutes**

(a) To agree the minutes of the meeting held on 18th August, 2021
(Pages 5 - 8)

(b) Matters Arising

4. Petition - Request for Average Speed Cameras or Other Restrictions to Reduce Speed on Lentons Lane (Pages 9 - 16)

Report of the Director of Transportation and Highways

To consider the above petition bearing 113 signatures which is being supported by Councillor G Duggins, a Longford Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser.

5. Petition - Request for Traffic Calming Along Valley Road up to Blackberry Lane (Pages 17 - 24)

Report of the Director of Transportation and Highways

To consider the above petition, bearing 48 signatures, which has been submitted by Councillor K Caan, an Upper Stoke Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser.

6. **Petition - New Pedestrian Crossings on Blackberry Lane - Sewall Highway** (Pages 25 - 38)

Report of the Director of Transportation and Highways

To consider the above petition bearing 63 e-signatures. The petition organiser has been invited to the meeting for the consideration of this item

7. **Taxi Licensing Matters** (Pages 39 - 50)

Report of the Director of Streetscene and Regulatory Services

8. **Remove Requirement for Mercedes Vito Taxis to have the Low Speed Manoeuvrability System (LSMS) (which permits the 'turning circle')** (Pages 51 - 96)

Report of the Director of Streetscene and Regulatory Services

9. **Outstanding Issues**

There are no outstanding issues

10. **Any other items of Public Business**

Any other items of public business which the Cabinet Member decides to take as matters of urgency because of the special circumstances involved.

Private Business

Nil

Julie Newman, Director of Law and Governance, Council House, Coventry

Tuesday, 21 September 2021

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers, Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership:

Councillors P Hetherton (Cabinet Member) and G Lloyd (Deputy Cabinet Member)

By invitation:

Councillors L Bigham and M Heaven (Shadow Cabinet Member)

Public Access

Please note that in line with current Government and City Council Covid guidelines, there will be reduced public access to the meeting to manage numbers attending safely.

Any member of the public who would like to attend the meeting in person is required to contact the following officers in advance of the meeting regarding arrangements for public attendance. A guide to attending public meeting can be found here:

<https://www.coventry.gov.uk/publicAttendanceMeetings>

Liz Knight / Michelle Salmon

Governance Services Officers

Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 11.30 am on
Wednesday, 18 August 2021

Present:

Members: Councillor P Hetherton (Cabinet Member)
Councillor G Lloyd (Deputy Cabinet Member)
Councillor M Heaven (Shadow Cabinet Member)

Other Member: Councillor M Ali (Deputy Chair of Scrutiny Co-ordination Committee)

Employees:

C Archer, Traffic Management
L Knight, Law and Governance
R Parkes, Law and Governance
M Salmon, Law and Governance

Apology: Councillor L Bigham, Chair, Communities and Neighbourhoods Scrutiny Board (4)

Public Business

10. Declarations of Interests

There were no declarations of interest.

11. Minutes

The minutes of the meeting held on 5th July 2021 were agreed as a true record. There were no matters arising.

12. Objection to Experimental Traffic Regulation Order - Whittle Arch

The Cabinet Member considered a report of the Director of Transportation and Highways concerning one objection that had been received to an Experimental Traffic Regulation Order advertised on 27th February 2020. The order became operational on 9th March 2020 and allowed private hire vehicles to travel through the bus gate at the Whittle Arch. A location plan and a copy of the objection were set out at appendices to the report. The objector had been invited to attend the meeting but was unavailable. He submitted additional comments in response to the report for the Cabinet Member's consideration and these were reported at the meeting.

Councillor M Ali, Deputy Chair of Scrutiny Co-ordination Committee and the nominee of the Chair, Councillor N Akhtar, attended the meeting for this item and agreed the need for urgency such that call-in arrangements would not apply. The reason for urgency was that there was an urgent need for a formal decision on the Experimental Traffic Regulation Order before it expired on 8th September 2021, so that the legal requirements and any required signage changes could be in place,

based on the decision made, by this date. Additional costs would be incurred if it was not completed and interim measures were required.

The report indicated that in 2002, as part of the Phoenix Initiative Regeneration Project, the junction of Trinity Street and Fairfax Street was closed off to all traffic and pedestrianised. Following the closure, bus usage of the Pool Meadow Bus Station was significantly reduced making the bus station facility unsustainable in the long-term. To address these concerns, in 2005, the City Council 'opened up' the Trinity Street/Fairfax Street junction (Whittle Arch) to buses and cycles to enable improved bus access to the bus station. A Traffic Regulation Order (TRO) was subsequently introduced to prohibit left and right turning movements except for buses and cycles onto this section of Millennium Place, thus creating a bus only link between Trinity Street and Fairfax Street.

Following the introduction of the TRO, representations were received on behalf of the taxi and private hire trades within the City requesting that taxis and private hire vehicles also be allowed to use the link road. After careful consideration, in 2006 the City Council amended the TRO to include access by taxis and private hire vehicles between the hours of 10.30 pm and 5.00 am. The police were responsible for the enforcement of the restrictions at Whittle Arch. However, due to limited Police resources, enforcement of the restrictions was not effective. To address this issue the City Council commenced works to enable the introduction of civil enforcement; in June 2011 Civil Enforcement commenced. On 25th November 2011 changes were made to the operation of the Whittle Arch bus gate, this was an extension of the times taxis and private hire vehicles could travel through the bus gate. The time period being extended to 6.00pm to 8.00am for these vehicle types.

In 2018, further changes were made. The bus gate had been operating for several years and during this time changes had been made to the road layout, as part of the ongoing public realm works. In addition, issues had also been raised by Adjudicators from the Traffic Penalty Tribunal (TPT) after hearing appeals, in regard to the clarity of the signage. The changes simplified the restriction allowing, in addition to buses and cycles, taxis to travel through the bus gate 24 hours a day, but no longer permitting private hire vehicles. At the Cabinet Member for City Services meeting in January 2020, an additional change was approved, to also let private hire vehicles travel through the bus gate. This change was also introduced as an Experimental Traffic Regulation Order, to enable monitoring, and came into operation on 9th March 2020.

The Cabinet Member was informed that shortly after the implementation of the Order, revised measures were put in place in response to the Coronavirus pandemic, including 'lockdowns'. The changes to daily lives dramatically affected traffic flows and therefore impacted on monitoring.

The objection to the Experimental Traffic Regulation Order was received on 3rd March, 2020, prior to the new bus gate restrictions becoming operational. The issues raised included:

- Only buses should be allowed to use the bus gate
- There should be a cycle path under Whittle Arch
- There were substantial concerns for pedestrian safety at this location

- A full assessment was needed of the risks imposed by allowing more traffic through the gate and consideration of the needs of pedestrians with protected characteristics.
- The council had repeatedly ignored its duty to make considerations in terms of this Act (Equality Act 2010). This breach is consistent, and quite deliberate in its manifestations. This repeated failure might also be considered to be a hate crime, especially in respect of vulnerable road users with physical and mental disabilities.

The report highlighted that a review of the personal recorded injury collision history of both the current Experimental Traffic Regulation Order and the previous Experimental Order (which came into operation on 10th September 2018) showed that no personal injury collisions had been recorded. The report also clarified that the Council had not committed any criminal offences motivated by protected characteristics or otherwise. Cyclists were not a group of people with a particular protected characteristic in terms of the Equality Act 2010. They had a range of protected characteristics as did the users of buses, taxis and private hire vehicles.

The change to allow taxis and private hire vehicles to use the bus gate, at all times, meant that a part of the transport network could assist to facilitate passengers in terms of direct access from their home to places they wanted to visit. Many people due to youth, age, disability, infirmity and pregnancy relied on taxis and private hire vehicles when buses did not supply the service they required. In addition, the change to allow taxis and private hire vehicles to use the bus gate at all times, rather than only during the previous permitted time of 6pm to 8am, assisted to simplify the signage for the bus gate, which addressed issues raised by Adjudicators from the Traffic Penalty Tribunal in regard to the clarity of the signage.

The additional comments raised by the objector were read out at the meeting and responses were provided. The main concerns related to LTN1/20, which had been published after the start of the Experimental Traffic Regulation Order, coming into effect in July 2020. The objector felt this should be considered by the Cabinet Member. He stated that LTN 1/20 was quite explicit in terms of the design standards which were expected on major cycling routes, including the route in question, since it formed part of the network of routes proposed by the council, as per previously circulated route map proposals. He indicated that this was a key cycling route, since it formed such a key connection between different parts of the city centre, and to other destinations further afield. Specific issues were highlighted. Having heard all the concerns raised by the objector, Councillor Hetherington, Cabinet Member suggested that it would be appropriate to offer the objector the opportunity to be informed about all the Council's plans for the whole of the city, including plans to benefit cyclists.

RESOLVED that, having considered the objection to the City of Coventry (Whittle Arch) (Bus Gate) Experimental Order 2020 being made permanent, including the additional comments reported at the meeting:

1. **Approval be given to the current Experimental Traffic Regulation being made permanent.**

2. Officers be requested to liaise with the objector offering the opportunity for a meeting to hear all about the Council's ongoing plans for changes across the whole of the city.

13. Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

The Cabinet Member considered a report of the Director of Transportation and Highways that provided a summary of the recent petitions received that were being responded to by way of determination letter. Details of the individual petitions were set out in an appendix attached to the report and included details of the actions being taken in response to the petitions. The report was submitted for monitoring and transparency purposes.

The report indicated that each petition had been dealt with on an individual basis, with the Cabinet Member considering advice from officers on appropriate action to respond to the petitioners' request. When it had been decided to respond to the petition without formal consideration at a Cabinet Member meeting, both the relevant Councillor sponsoring the petition (if any) and/or the petition organiser/spokesperson could still request that their petition be the subject of a Cabinet Member report.

Members noted that where holding letters were being sent, this was because further investigation work was required. Once matters had been investigated either a follow up letter would be sent, or a report submitted to a future Cabinet Member meeting.

RESOLVED that the actions being taken by officers as detailed in the appendix to the report, in response to the petitions received, be endorsed.

14. Outstanding Issues

There were no outstanding issues.

15. Any other items of Public Business

There were no other items of public business.

(Meeting closed at 12.00 pm)



Cabinet Member for City Services

29 September 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Longford, Henley

Title:

Petition - Request for Average Speed Cameras or Other Restrictions to Reduce Speed on Lentons Lane

Is this a key decision?

No

Executive Summary:

A petition with 113 signatures was received requesting average speed cameras or other restrictions to reduce speed on Lentons Lane.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by letter (determination letter) rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently. However, before the determination letter was issued, the petition sponsor requested that the issue be considered at a Cabinet Member for City Services meeting.

The agreed determination letter was to advise that a review of the personal injury collision history for Lentons Lane showed that there had been one personal injury collision recorded by the Police on Lentons Lane in the last three years. Therefore, it does not meet the criteria for inclusion in the safety scheme programme. However, faded and damaged signage on Lentons Lane will be replaced and the petitioners' request for information regarding the Community Speed Watch initiative will be forwarded to the Police.

The cost of road safety measures is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns.
- 2) Endorse the actions which had been agreed to be issued by determination letter to the petition organisers (as detailed in paragraph 1.5 of the report).

List of Appendices included:

Appendix A – Location Plan

Appendix B – Extract from report to Cabinet Member for City Services: Petitions determined by letter and petitions deferred pending further investigations – 18 August 2021

Background Papers:

None

Other useful documents:

Cabinet Member for City Services report: Petitions determined by letter and petitions deferred pending further investigations – 18 August 2021

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Petition - Request for Average Speed Cameras or Other Restrictions to Reduce Speed on Lentons Lane

1. Context (or background)

1.1 A petition with 113 signatures was received requesting average speed cameras or other restrictions to reduce the speed of traffic on Lentons Lane.

1.2 The petition reads as follows:

'We the undersigned petition the Council to install 30 miles average speed cameras in Lentons Lane or any other form of restrictions like speed bumps to reduce speed in this country lane where at night and evenings some drivers and bikes would reach even 60 miles.

We reached out to the council and sadly as less than 6 injury claims have been made there is no way the council will step in and they have pointed us your way to discuss whether there is a Community Speedwatch initiative already active in the Lane to which we can volunteer and help.

It seems a great shame that we would have to get to a point where pets, residents or innocent bystanders are injured or killed before action can be taken.

There must be something we can do to slow these vehicles down before it is too late and we need an action done to protect us as residents in Lentons Lane'

1.3 Lentons Lane is a local distributor road connecting the B4109 Aldermans Green Road / Parrotts Grove with Shilton Lane. The north-western part of the road is residential, with houses on one or both sides of the road and is located in Longford Ward. The south-eastern end of the road is rural and is located in Henley Ward. The whole road is subject to a 30mph speed limit. There is an existing permanent, speed-indicating, vehicle-activated sign facing north-west on the central section of the road. A location plan is shown in Appendix A to the report.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently. The agreed actions were approved in the report 'Petitions determined by letter and petitions deferred pending further investigations' which was heard at the meeting of the Cabinet Member for City Services on 18 August 2021. The relevant extract from the report can be found in Appendix B. However, before the determination letter was issued, the petition sponsor requested that a formal report in response to the petition be submitted to a Cabinet Member for City Services meeting.

1.5 To ensure available funding is utilised carefully, locations are prioritised according to the number of personal injury collisions recorded by the Police. Locations where there have been six or more recorded personal injury collisions in the previous three years are considered for inclusion in the safety scheme programme. Where the number of collisions is high and there is a history of speed-related collisions, locations are considered for average speed enforcement. A review of the collision data for Lentons Lane showed that there had been one recorded personal injury collision on the road in the last three years. Therefore, the junction does not meet the safety scheme or average speed enforcement criteria. The request made in the petition for further information on the Community Speed Watch initiative has been forwarded to the Police, who administer the scheme.

- 1.6 In addition to the review of personal injury collision data, a speed survey was also conducted on Lentons Lane in July 2021. This showed a mean weekday speed (the speed used to determine local speed limits) of 26.5mph eastbound and 29.3mph westbound and an 85%ile speed of 34.9mph eastbound and 35mph westbound.
- 1.7 A site inspection also identified that some of the speed limit and chevron signs on Lentons Lane are faded or damaged. Arrangements have been made for the affected signs to be replaced.

2. Options considered and recommended proposal

- 2.1 The recommended action in response to the issues raised has already been approved and is detailed in paragraphs 1.5 and 1.7 of the report.

3. Results of consultation undertaken

- 3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

- 4.1 The agreed actions have already been implemented.

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

There are no financial implications to the Council of the recommended actions (paragraph 1.5 of the report). Replacement signs (paragraph 1.7 of the report) will be funded from existing maintenance budgets.

The cost of introducing road safety measures is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. The scheduling of works is based on the priority of the scheme and the funds available.

5.2 Legal implications

There are no legal implications of the recommended actions (paragraphs 1.5 and 1.7 of the report).

6. Other implications

6.1 How will this contribute to the Council Plan (www.coventry.gov.uk/councilplan/)?

N/A

6.2 How is risk being managed?

N/A

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) climate change and the environment

None

6.6 Implications for partner organisations?

A request for further information on the Community Speed Watch initiative has been forwarded to the Police, who administer the scheme.

Report author

Name and job title:

Martin Wilkinson
Senior Officer - Traffic Management

Service:

Transportation and Highways

Tel and email contact:

Tel: 024 7697 7139

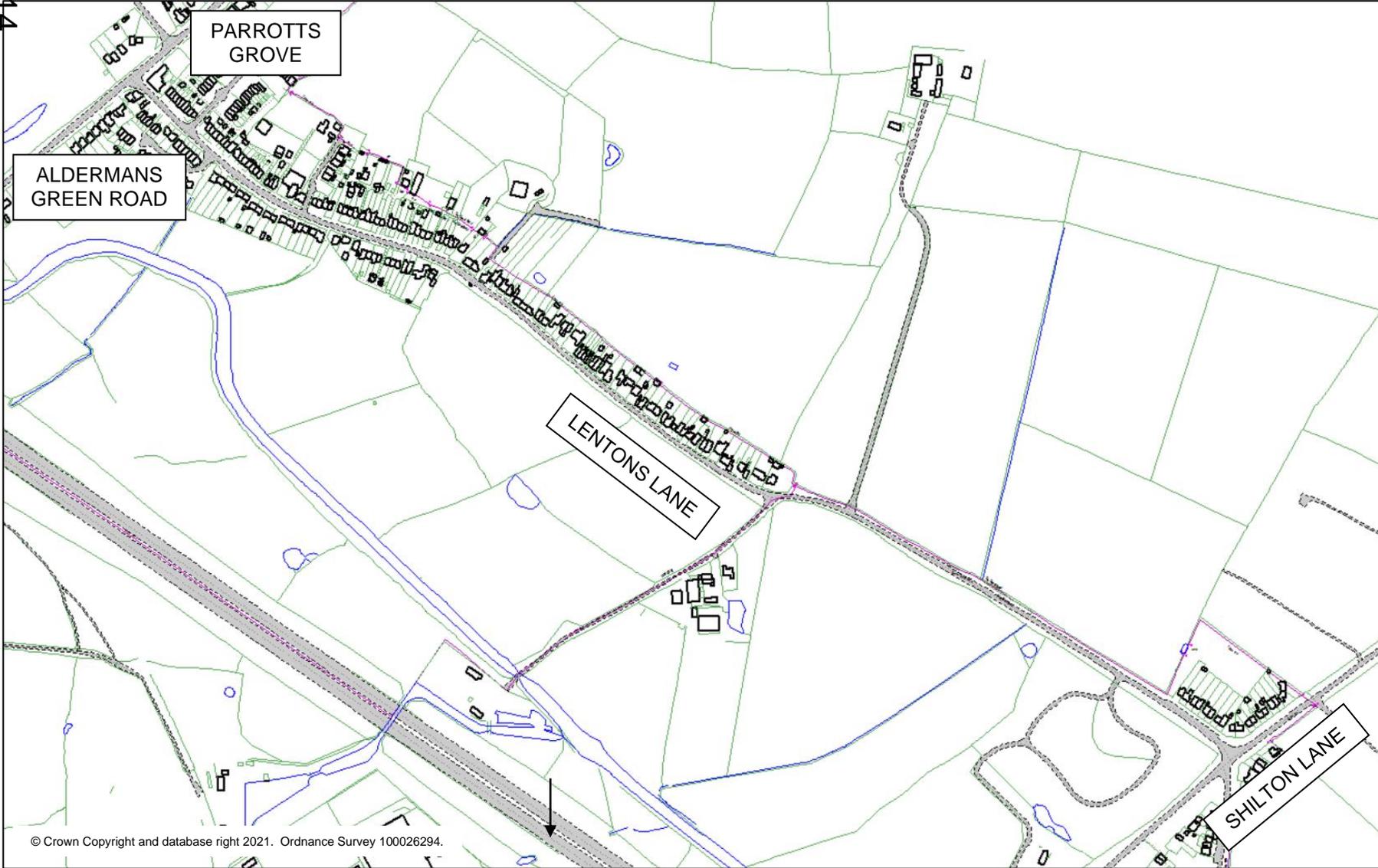
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Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Traffic and Road Safety Manager	Transportation and Highways	16/09/2021	17/09/21
Caron Archer	Team Leader, Traffic Management	Transportation and Highways	16/09/2021	17/09/2021
Michelle Salmon	Governance Services Officer	Law and Governance	16/09/2021	16/09/2021
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	16/09/2021	17/09/2021
Rob Parkes	Team Leader, legal Services	Law and Governance	16/09/2021	17/09/2021
Councillor P Hetherton	Cabinet Member for City Services	-	17/09/2021	20/09/21

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Appendix A – Location plan



Appendix B – Extract from report to Cabinet Member for City Services: Petitions determined by letter and petitions deferred pending further investigations – 18 August 2021

Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed
Request for Average Speed Cameras and Other Speed Restrictions on Lentons Lane	113	Cllr Duggins	Determination	Does not meet the criteria for inclusion in the safety scheme or Average Speed Enforcement programmes. Review of recorded personal injury collisions on Lentons Lane shows 1 recorded in last 3 years. Speed survey shows average weekday speeds of less than 30mph. Faded and damaged road signs to be replaced. Request for Community Speed Watch to be forwarded to Police.

Appendix C – Speed survey results

Lentons Lane		Eastbound	Westbound	Eastbound	Westbound
Date	Location	Mean (85%ile)	Mean (85%ile)	Average Weekday Flow	
July 2021	In front of no. 143	26.5 (34.9)	29.3 (35)	1228	1232



Cabinet Member for City Services

29 September 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Upper Stoke

Title:

Petition - Request for Traffic Calming Along Valley Road up to Blackberry Lane

Is this a key decision?

No

Executive Summary:

A petition with 48 signatures was received requesting traffic calming measures along Valley Road up to Blackberry Lane.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by letter (determination letter) rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised that a review of the personal injury collision history for Valley Road showed that there had been no personal injury collision recorded by the Police on Valley Road in the last three years and therefore that it does not meet the safety scheme criteria. On receipt of the determination letter, the petition organisers advised that they wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety measures is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns.
- 2) Endorse the actions confirmed by determination letter to the petition organisers (as detailed in paragraph 1.5 and 1.6 of the report).

List of Appendices included:

Appendix A – Location plan
Appendix B – Determination letter
Appendix C – Speed survey results

Background Papers:

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Petition - Request for Traffic Calming Along Valley Road up to Blackberry Lane

1. Context (or background)

1.1 A petition with 48 signatures was received requesting traffic calming measures on Valley Road up to Blackberry Lane. The petition was submitted by Councillor Caan.

1.2 The petition reads as follows:

“We the undersigned request urgent traffic calming measures as we have had many dangerous incidents with speeding and dangerous vehicles along Valley Road up to Blackberry Lane. It is very dangerous and is causing a huge risk to school users, residents and thousands of park users.”

1.3 Valley Road is a local distributor road connecting Heath Crescent with Thackeray Road and Blackberry Lane. It has houses on one side and Stoke Heath Recreation Ground on the other. It is subject to a 30mph speed limit. Stoke Heath Primary School is located at the southern end of Valley Road on Heath Crescent. A location plan is shown in Appendix A to the report.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and parking issues are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

1.5 The determination letter (copy in Appendix B to the report) advised of the importance of targeting road safety measures in the city. To ensure the funding we have is utilised carefully, we use personal injury collisions recorded by the Police. Locations where there have been six or more reported personal injury collisions in the previous three years are considered for inclusion in the safety scheme programme. A review of the collision data for Valley Road showed that there had been no recorded personal injury collisions on the road in the last three years. Therefore, the road does not meet the safety scheme criteria.

1.6 The petition organiser was also advised of the Community Speed Watch initiative, a speed monitoring and awareness scheme that is coordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. The relevant contact details were provided, should the petitioners wish to get involved in the scheme.

1.7 In addition to the review of collision data, a speed survey was also conducted on Valley Road in July 2021. This showed a mean weekday speed (the speed used to determine local speed limits) of 26.7mph northbound and 25mph southbound and an 85%ile speed of 31.3mph northbound and 30.6mph southbound.

2. Options considered and recommended proposal

2.1 The recommended actions in response to the issues raised have already been approved and are detailed in paragraphs 1.5 and 1.6 of the report and in the determination letter (Appendix B to the report).

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The agreed actions have already been implemented.

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

There are no financial implications to the Council of the recommended actions (paragraphs 1.5 and 1.6 of the report).

The cost of introducing road safety measures is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. The scheduling of works is based on priority of the scheme and the funds available.

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

6.1 How will this contribute to the Council Plan (www.coventry.gov.uk/councilplan/)?

N/A

6.2 How is risk being managed?

N/A

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) climate change and the environment

None

6.6 Implications for partner organisations?

None

Report author(s)**Name and job title:**

Martin Wilkinson
Senior Officer - Traffic Management

Service:

Transportation and Highways

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Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Traffic and Road Safety Manager	Transportation and Highways	15/09/2021	17/09/2021
Caron Archer	Team Leader, Traffic Management	Transportation and Highways	15/09/2021	17/09/2021
Michelle Salmon	Governance Services Officer	Law and Governance	15/09/2021	16/09/2021
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	15/09/2021	16/09/2021
Rob Parkes	Team Leader, Legal Services	Law and Governance	15/09/2021	17/09/2021
Councillor P Hetherton	Cabinet Member for City Services	-	17/09/2021	20/09/2021

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Appendix A – Location plan



Appendix B – Copy of text of determination letter

I am writing with regard to the above petition and your request for traffic calming along Valley Road up to Blackberry Lane.

The matter was discussed with Councillor Hetherton, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting, so that it can be dealt with more quickly.

It is important that we target road safety measures in the city. We do this using personal injury collision data to ensure the funding we have is utilised carefully.

Locations where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for inclusion in our safety scheme programme. The personal recorded injury collision history for Valley Road has been reviewed. This shows that there were no personal injury collisions reported to the Police on Valley Road in the last three years. Therefore, it does not meet the safety scheme criteria.

As residents are concerned about speeding, they may wish to get involved in the Community Speed Watch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. Further information is available from the Police by emailing: cvcsww@west-midlands.pnn.police.uk.

I would be grateful if you could please confirm in writing, either by email or letter, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you have the opportunity to speak on behalf of the petitioners.

Appendix C – Speed survey results

Valley Road		Northbound	Southbound	Northbound	Southbound
Date	Location	Mean (85%ile)	Mean (85%ile)	Average Weekday Flow	
July 2021	Opposite no. 28	26.7 (31.3)	25.0 (30.6)	4147	3819



Public report Cabinet Member Report

Cabinet Member for City Services

29th September 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Upper Stoke, Henley, Longford

Title:

Petition - New Pedestrian Crossings on Blackberry Lane- Sewall Highway

Is this a key decision?

No

Executive Summary:

A petition of 63 signatures has been received requesting the installation of pedestrian crossing facilities at the junction of Blackberry Lane and Sewall Highway.

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic signals and UTMC are heard and considered by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and in response to the request made, requested that the petition was dealt with by letter (determination letter), rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised of the outcome of the investigations undertaken in response to the issues raised, as a result of which no further action was proposed. On receipt of the determination letter, the petitioner advised they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing traffic signal improvements is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is requested to:

- 1) Note the petitioners' concerns.
- 2) Endorse the conclusions of officers' investigations, as confirmed by determination letter to the petition spokesperson, that no further action is proposed.

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination Letter
Appendix C – Accident data for last 3 years

Background papers:

None

Other useful documents

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Petition - New Pedestrian Crossings on Blackberry Lane- Sewall Highway

1. Context (or background)

1.1 A petition of 63 signatures has been received requesting new pedestrian crossings to be installed at the junction Blackberry Lane/Sewall Highway.

1.2 The Petition reads as follows:

'We the undersigned petition the Council to install new pedestrian crossings at the junction with Blackberry Lane and Sewall Highway.'

'It is a busy junction near a school but there are currently no pedestrian crossings. New crossings will make it safer for residents and school children.'

1.3 Blackberry Lane/Sewall Highway is a reasonably busy traffic signalled junction. It is subject to a 30mph speed limit. A location plan is shown at Appendix A to the report.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to traffic signals and UTMC are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and in response to the request made, requested that the petition was dealt with by letter (determination letter), rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

1.5 The determination letter (copy at Appendix B to the report) advised that there are no plans to upgrade the signals this financial year. To ensure the funding is utilised carefully, we use personal injury collisions reported to the police to aid us in our decision making. A review of the collision data at the junction of Blackberry Lane and Sewall Highway showed that there were a total of five personal injury collisions at this junction with one of them involving a pedestrian walking into the side of a vehicle.

1.6 On the basis of the collision data outlined above and that there are no issues with the equipment or age of the site no further action is proposed. However, the signal timings will be looked at and amended if appropriate to aid pedestrians crossing the road. Improvement works will be considered at this junction in future years as additional funding may be available by this point.

2. Options considered and recommended proposal

2.1 Following the outcome of the review of the collision data and the current condition of the site detailed in paragraphs 1.5 and 1.6 of the report, and as stated in the determination letter, no further action is proposed in this financial year.

2.2 Coventry City Council applied to the DfT for funding to upgrade this site to include pedestrian facilities but were unsuccessful with the bid.

2.3 As Coventry City Council weren't selected to receive a share of a recent DfT grant to upgrade these signals, this location will be added to the programme to be designed, quoted for and programmed to be installed when funds are available.

3. Results of consultation undertaken

3.1 No formal consultation is proposed.

4. Timetable for implementing this decision

4.1 No further action is proposed

5. Comments from Director of Finance and Director of Law and Governance

5.1 Financial implications

No action is proposed, therefore there are no financial implications.

5.2 Legal implications

There are no legal implications.

6. Other implications

Any other specific implications

6.1 How will this contribute to the Council Plan (www.coventry.gov.uk/councilplan/)?

N/A

6.2 How is risk being managed?

N/A

6.3 What is the impact on the organisation?

None

6.4 Equality Impact Assessment (EIA)

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) climate change and the environment

None

6.6 Implications for partner organisations?

None

Report author(s):**Name and job title:**

Robert Foy
Acting Highway Network Manager

Service:

Transportation and Highways

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Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Martin Wilkinson	Senior Officer	Traffic Management	16/09/2021	16/09/2021
Michelle Salmon	Governance Services Officer	Law and Governance	20/09/2021	20/09/21
Names of approvers for submission: (officers and members)				
Graham Clark	Lead Accountant	Finance	16/09/2021	16/09/2021
Rob Parkes	Team Manager Place	Law and Governance	16/09/2021	19/09/2021
Member: Councillor P Hetherton	Cabinet Member for City Services	-	20/09/2021	20/09/2021

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Appendix A – Location Plan



Appendix B – Copy of Determination Letter

Re: petition submitted on 10 December 2020

Subject matter: New Pedestrian Crossings on Blackberry Lane/Sewall Highway

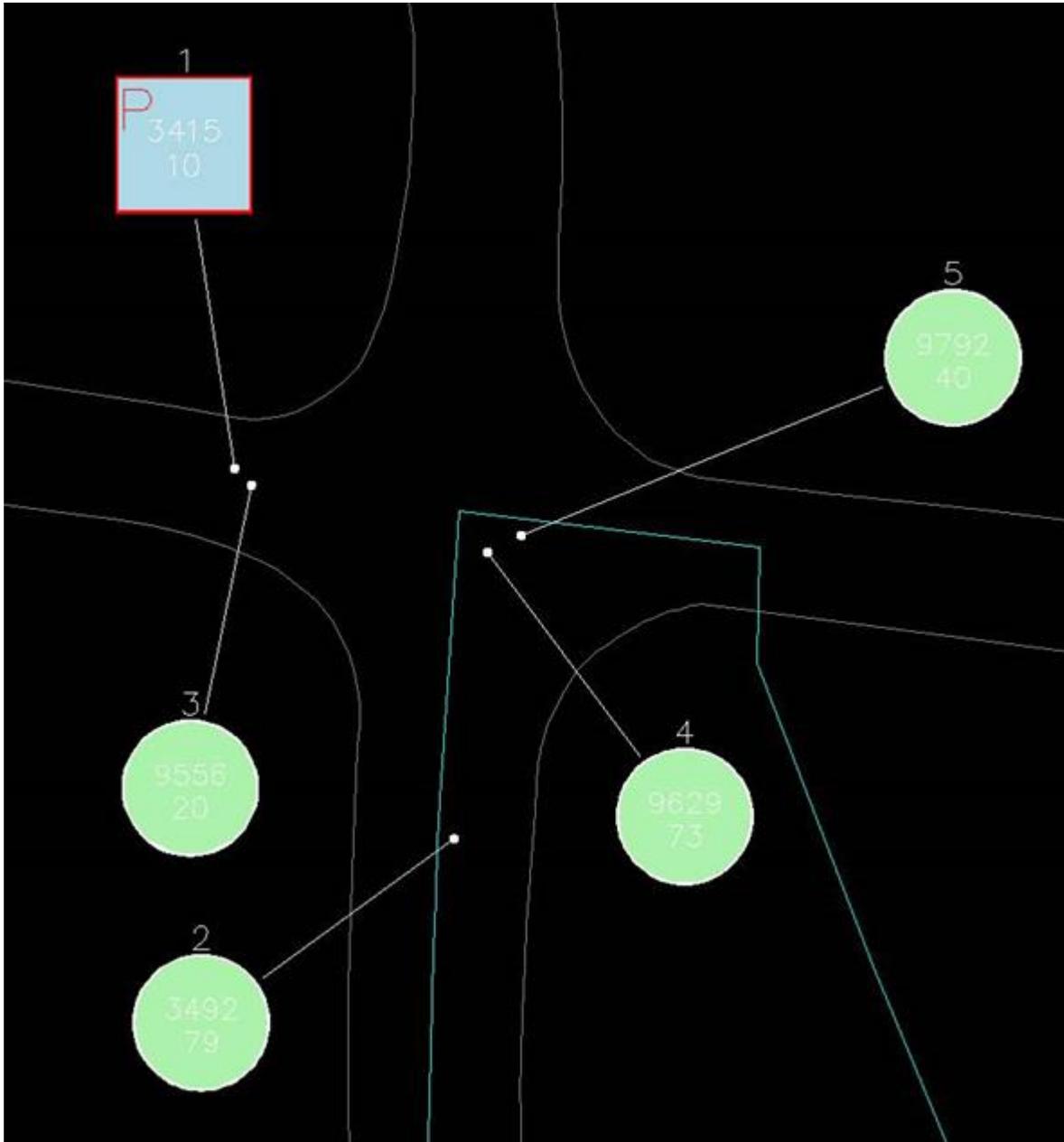
I am writing with regard to the above petition and your request for new controlled pedestrian crossings at the junction of Blackberry Lane/Sewall Highway.

The matter was discussed with Councillor Hetheron, Cabinet Member for City Services, who has requested that this be dealt with by way of a letter rather than a formal report being submitted to a future meeting, so that it can be dealt with more quickly.

The collision data for the past 3 years has been investigated and there has been a total of 5 personal injury collisions at this junction with 1 collision involving a pedestrian. Currently, there are no plans to upgrade the traffic signals at this location within the next year. However, this site will be considered for future year programmes. The signal timings at this junction will also be reviewed and amended if possible, to provide a longer time for pedestrians to cross.

I would be grateful if you could please confirm in writing, either by email or letter, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you have the opportunity to speak on behalf of the petitioners.

Appendix C – 3 Years' Accident Data



Title:

Requested output: **F- Print (Full print) Crash Report**

Date: 01-March-2021

F - Print Crash Report

Date: 01-March-2021

Time: 15:40

No.1	Road U Section	Map ref: E435835 N280886	Parish:
Location	BLACKBERRY LANE NEAR JN WITH SEWALL HIGHWAY		District: Coventry
Description	C001 failed look properly prior to crossing road and has walked into side of V001.		
Severity SERIOUS	Date: 17/10/2018 Wed 12:18	L	Road Surface Dry Weather Fine
Speed limit 30mph			
Single carriageway	Crossroads No Human control within 50m		

Vehicle details						Crash involved 1 vehicle	
vehicle type	location	movement	dir	veh hit	sex	registration	age
		b-test	1st hit	damaged			
1 car	cleared junction or parked at junction exit	turning right	N -> W	0	male		
	did not leave c'way	negative	offside		75		

Casualty details								Crash resulted in 1 casualty	
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex	pedestrian movement	school name	**to/from school
									age
pedestrian	SERIOUS	In c'way crossing elsewhere	S			male			
hit by veh 1		Crossing from drivers offside				70			

F - Print Crash Report

Date: 01-March-2021

Time: 15:40

No.2		Road U Section	Map ref: E435848 N280864	Parish:
Location	SEWALL HIGHWAY NEAR JN WITH BLACKBERRY LANE			District: Coventry
Description	NCRF - Slight - Log 628 of 14/10/2018 Veh 1 travelling South along Sewall Highway, driver was drunk and blew 75mg /100ml at station procedure. Veh 1 collided with stationary Veh 2, causing Veh 1 to spin into the path of Veh 3 colliding with front o/s of Veh 3. Veh 1 then came to a halt colliding with Veh 4 which was also parked and unattended, Driver of Veh 1 remained at location and arrested			
Severity SLIGHT	Date: 14/10/2018 Sun 06:35	DRK STL	Road Surface Wet Weather Rain	Speed limit 30mph
Single carriageway		Crossroads No Human control within 50m		

Vehicle details							Crash involved 4 vehicles	
vehicle type	location	movement		dir	veh hit	sex		
registration		b-test	1st hit		damaged	age		
1 car	cleared junction or parked at junction exit	going ahead other		N -> S	0	male		
	did not leave c'way	positive	front			28		
2 car	cleared junction or parked at junction exit	parked		P -> P	0	female		
	did not leave c'way	not requested	offside			57		
3 car	approaching or parked on approach	going ahead other		S -> N	0	female		
	did not leave c'way	not requested	front			55		
4 car	approaching or parked on approach	parked		P -> P	0	male		
	did not leave c'way	not requested	nearside			53		

Casualty details								Crash resulted in 1 casualty	
class	severity	pedestrian location		dir	seat belt	PSV passenger		sex	
		pedestrian movement		school name		**to/from school		age	
driver/rider in veh 2	SLIGHT							female 57	

F - Print Crash Report

Date: 01-March-2021

Time: 15:40

No.3	Road U Section	Map ref: E435836 N280885	Parish:
Location	BLACKBERRY LANE NEAR JUNCTION WITH SEWALL HIGHWAY		District: Coventry
Description	NCRF V002 has been stationary at the junction of Blackberry Lane with Sewall Highway; waiting on Blackberry Lane at a red traffic light to turn left onto Sewall Highway. V001 has been approaching this junction, behind V002. V001 has been travelling at approximately 20 mph. V001 has failed to stop and has therefore collided with the rear of V002.		
Severity SLIGHT	Date: 11/05/2020 Mon 20:20	L	Road Surface Dry Weather Fine Speed limit 30mph
Single carriageway	Crossroads No Human control within 50m		

Vehicle details						
Crash involved 2 vehicles						
vehicle type	location	movement	dir	veh hit	sex	
registration		b-test	1st hit	damaged	age	
1 car	approaching or parked on approach	stopping	W -> E	0	female	
	did not leave c'way	not requested	front		18	
2 car	approaching or parked on approach	waiting to turn left	W -> N	0	female	
	did not leave c'way	not requested	back		35	

Casualty details						
Crash resulted in 2 casualties						
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name	**to/from school		age
driver/rider in veh 2	SLIGHT					female 35
passenger in veh 2	SLIGHT					female ?

F - Print Crash Report

Date: 01-March-2021

Time: 15:40

No.4	Road U Section	Map ref: E435850 N280881	Parish:
Location	SEWALL HIGHWAY AT JUNCTION WITH BLACKBERRY LANE		District: Coventry
Description	Veh 001 was travelling along Sewall Highway at junction with Blackberry Lane indicates to turn right waits for traffic to clear and light change and then turns right onto Blackberry Lane. Veh 002 was travelling along Sewall Highway in the opposite direction keeps driving through junction when the lights change and hits veh 001 as it is turning. Driver of veh 002 runs off short time later.		
Severity SLIGHT	Date: 23/06/2020 Tue 06:51	L	Road Surface Dry Weather Fine Speed limit 30mph
Single carriageway	Crossroads No Human control within 50m		

Vehicle details						
Crash involved 2 vehicles						
vehicle type	location	movement	dir	veh hit	sex	
registration		b-test	1st hit	damaged	age	
1 car	mid junction	turning right	S -> E	0	male	
	left c'way Offside	negative	front		56	
2 car	mid junction	going ahead other	N -> S	0	male	
	did not leave c'way	not requested	front		?	

Casualty details						
Crash resulted in 1 casualty						
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
driver/rider in veh 1	SLIGHT					male 56

No.5		Road U Section	Map ref: E435852 N280882	Parish:	
Location	BLACKBERRY LANE AT JUNCTION WITH SEWALL HIGHWAY				
Description	NCRF Vehicle 001 has been driving North on Sewall Highway and attempted to turn right. Vehicle 001 has turned onto Blackberry Lane and collided with Vehicle 002, which was travelling South down Sewall Highway causing extensive damage and minor injury.				
Severity SLIGHT	Date: 29/07/2020 Wed 12:50	L	Road Surface Dry Weather Fine	Speed limit 30mph	
Single carriageway		Crossroads No Human control within 50m			

Vehicle details						Crash involved 2 vehicles	
vehicle type	location	movement	dir	veh hit	sex	registration	age
		b-test	1st hit	damaged			
1 car	mid junction	turning right	S -> E	0	female		
	did not leave c'way	negative	front		35		
2 car	mid junction	going ahead other	N -> S	0	male		
	did not leave c'way	negative	front		68		

Casualty details								Crash resulted in 3 casualties	
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex			
		pedestrian movement	school name		**to/from school				age
passenger in veh 1	SLIGHT					female			26
passenger in veh 1	SLIGHT					female			?
passenger in veh 2	SLIGHT					female			70



Public report Cabinet Report

Cabinet Member for City Services

29th September 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Streetscene and Regulatory Services

Ward(s) affected:

All Wards

Title:

Taxi Licensing Matters

Is this a key decision?

No - although the proposals affect more than two electoral wards, the impact is not expected to be significant.

Executive Summary:

This report provides information to the Cabinet Member for City Services to assess whether there should be new Pedicab Private Hire Drivers Conditions of Licence, the existing limit on hackney carriage vehicle licences should be dispensed with and whether Coventry City Council should adopt a unified approach with regard to Group 2 Medicals.

Recommendations:

The Cabinet Member for City Services is requested to:

- 1) Authorise new Pedicab Private Hire Drivers Conditions of Licence to dispense the requirements for a motor vehicle Driving Assessment and the Private Hire Drivers Road Knowledge Test for Private Hire Drivers who are licensed to drive Pedicabs (as per Appendix A to the report).

- 2) Dispense the requirement for the existing limit on the number of hackney carriage vehicle licences at 859 in view of the decreasing demand for hackney carriage vehicle licences.
- 3) Approve the new frequency of medical certificates and approve the acceptance of medical certificates for hackney carriage and private hire driver licence applications on templates from other West Midlands authorities within four months of being completed by a medical practitioner.

List of Appendices included:

Appendix A – Proposed new Pedicab Private Hire Drivers Conditions of Licence
(amendments highlighted for clarity with additional clause at paragraph 15)

Appendix B – Current Private Hire Drivers Conditions of Licence

Background papers:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report Title: Taxi Licensing Matters

1. Context (or background)

1.1 Part 1 – Proposal – To authorise new Pedicab Private Hire Drivers Conditions of Licence to dispense the requirements for a motor vehicle Driving Assessment and the Private Hire Drivers Road Knowledge Test for Private Hire Drivers who are licensed to drive Pedicabs (as per Appendix A to the report).

1.1.1 Coventry City Council has a set of conditions for a Pedicab Private Hire Vehicle Driver, one of which restricts these vehicles, if licensed, to driving within the inner ring road.

1.1.2 The pedicabs are primarily manual pedal power but electrically assisted.

1.1.3 The current Private Hire Driver's Road Knowledge Test requires new applicant drivers to have a knowledge of 80 locations and their street names within the boundary of the City of Coventry. Therefore, it seems logical that as Pedicab Private Hire Drivers can only drive within the inner ring road that the requirement of a greater knowledge can be dispensed with.

1.1.4 Currently, an initial applicant for a Private Hire Driver's licence is required to successfully complete a driving assessment carried out by assessors in the Fleet team using a motorised vehicle. As the pedicab is not a motorised vehicle this assessment is not required.

1.1.5 If the licensed Pedicab Private Hire Driver subsequently wished to obtain a Private Hire Driver's licence to expand using a motor vehicle outside the ring road then that driver would have to undertake the current Private Hire Driver Road Knowledge Test and Driving Assessment.

1.1.6 The proposed revised Conditions of Licence are at Appendix A with changes highlighted. The current Private Hire Conditions of licence are at Appendix B.

1.2 Part 2 - Proposal – To dispense the requirement for the existing limit on the number of hackney carriage vehicle licences at 859 in view of the decreasing demand for hackney carriage vehicle licences.

1.2.1 On 28 September 2011 Cabinet Member for City Services introduced a limit on the number of hackney carriage vehicle licences in Coventry at 859. In order to maintain a cap on the number of vehicles licensed an unmet demand survey must be undertaken at least every three years to ensure that there are sufficient vehicles to provide the service required. Following the last survey, the Cabinet Member for City Services endorsed the current limit of 859 on the 27 November 2018. At that time there was a waiting list of nearly 300 for a hackney carriage vehicle licence.

1.2.2 Since the 27 November 2018 the number of hackney carriage vehicles licensed has dropped and the current figure is 561. An unmet demand survey entails a cost of just over £10k to the licensed trade and in view of the decreasing demand for hackney

carriage vehicles to be licensed there seems to be no requirement to retain the cap on the numbers of hackney carriage vehicles. All the names on the waiting list were written to and there is now no waiting list to obtain a hackney carriage vehicle licence.

1.3 Part 3 – Proposal - to approve the new frequency of medical certificates and approve the acceptance of medical certificates for hackney carriage and private hire driver licence applications on templates from other West Midlands authorities. within four months of being completed by a medical practitioner.

1.3.1 The West Midlands Metropolitan Leaders requested that an officer working group be established to harmonise taxi licensing in the region. The first meeting of the Taxi Licensing Harmonisation group took place on the 9 July 2020.

1.3.2 It was identified that all West Midlands licensing authorities required their driver licence holders and applicants to be certified to DVLA Group 2 Medical Standard.

1.3.3 Coventry City Council currently requires an initial applicant prior to licensing to successfully complete a Group 2 medical then

- 5-yearly thereafter up to the age of 45;
- 3-yearly thereafter up to the age of 65
- and annually thereafter).

A registered GP is currently required to complete the medical assessment certificate supplied by the Taxi Licensing Office.

1.3.4 The Taxi Licensing Harmonisation Group agreed that the frequency of assessment recommended by the DVLA and the Health and Safety Executive (HSE) should suffice in order to bring harmonisation throughout the West Midlands being;

- A medical certificate should be presented upon application,
- at five-yearly intervals from age 45,
- then annually from age 65.

1.3.5 The DVLA and HSE state that medical certificates are valid for four months.

1.3.6 As all licensing authorities in the West Midlands require their driver licence holders and applicants to be certified to DVLA Group 2 Medical Standard, it was agreed that reports would be presented to each authority's respective committee for consideration on accepting each other's medical certificate.

1.3.7 This will improve harmonisation across the region, remove the bureaucracy of non-transferable certificates proving the same thing and reducing unnecessary demand on the healthcare sector. It is also proposed that medical certificates be accepted for applications up to four months after medical examination.

2 Options and recommended proposals

- 2.1 To authorise new Pedicab Private Hire Drivers Conditions of Licence to dispense the requirements for a motor vehicle Driving Assessment and the Private Hire Drivers Road Knowledge Test for Private Hire Drivers who are licensed to drive Pedicabs (as per Appendix A).
- 2.2 To dispense the requirement for the existing limit on the number of hackney carriage vehicle licences at 859 in view of the decreasing demand for hackney carriage vehicle licences.
- 2.3 To approve the new frequency of medical certificates and approve the acceptance of medical certificates for hackney carriage and private hire driver licence applications on templates from other West Midlands authorities within four months of being completed by a medical practitioner.

3 Results of Consultation Undertaken

None

4 Timetable for implementing these decisions

- 4.1 Subject to approval of the recommendations this will commence forthwith unless subject to consultation.

5 Comments from Director of Finance and Comments from the Director of Law and Governance

5.1 Financial implications

Taxi Licensing is a ring-fenced budget within the Streetscene & Regulatory Services Directorate. Any additional costs will be paid by the applicant driver. Any on-going impact will be addressed in future fee reviews.

5.2 Legal implications

The Council has powers to attach conditions to new or renewed driver's licences where it is considered reasonably necessary to do so. It does not have any powers to vary a licence once issued. A Driver aggrieved by the suspension or revocation of their existing licence, or by the conditions attached to the grant of a licence has a statutory right of appeal to the local Magistrates' Court.

6 Other implications

6.1 How will this contribute to achievement of the Council's Plan?

It will help to facilitate improvements in the taxi services available to the people of Coventry, which will contribute towards ensuring that people in wheelchairs are correctly & safely secured in hackney carriages and the taxi drivers licence skills are proficient; making the city a safer place.

6.2 How is risk being managed?

Through established reporting and governance arrangements.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

None

6.5 Implications for (or impact on) Climate Change and the Environment

None

6.6 Implications for partner organisations?

Improvements in taxi services will benefit partner and other organisations, in terms of improving the safety, availability and value for money of taxis in Coventry.

Report author(s):**Name and job title:**

Mick Coggins
Senior Licensing and Enforcement Officer, Taxi Licensing

Service:

Streetscene and Regulatory Services

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Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
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Sarah Elliott	Head of Fleet and Waste Management	Streetscene and Regulatory Services	26/08/2021	26/08/2021
Names of approvers for submission: (officers and members)				
Cath Crosby	Finance Manager	Streetscene and Regulatory Services	27/08/2021	27/08/2021
Roy Hammond	Criminal and Licensing Solicitor	Law and Governance	31/08/2021	31/08/2021
Andrew Walster	Director of Streetscene and Regulatory Services	-	27/08/2021	17/09/2021
Councillor P Hetheron	Cabinet Member for City Services	-	27/08/2021	27/08/2021

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Pedicab Private Hire Drivers' Conditions of Licence

1. Conduct of Driver

The driver shall;-

- (a) afford all reasonable assistance with passengers' luggage,
- (b) at all times be clean and respectable in his/her dress and person and behave in a civil and orderly manner,
- (c) take all reasonable steps to ensure the safety of passengers conveyed in, entering or alighting from the vehicle driven by him/her,
- (d) not without the express consent of the hirer, drink or eat in the vehicle,
- (e) not without the express consent of the hirer, play any radio or sound reproducing instrument or equipment or equipment in the vehicle other than for the purpose of sending or receiving messages in connection with the operation of the vehicle,
- (f) at no time, cause or permit the noise emitted by any radio or other previously mentioned equipment in the vehicle which he/she is driving to be source of nuisance or annoyance to any person, whether inside or outside the vehicle,

2. Passengers

- (1) The driver shall not convey or permit to be conveyed in a private hire vehicle a greater number of persons than that prescribed in the licence for the vehicle.
- (2) The driver shall not allow there to be conveyed in the front of a private hire vehicle:-
 - (a) any child below the age of ten years; or
 - (b) more than one person above that age.
- (3) The driver shall not without the consent of the hirer of a vehicle convey or permit to be conveyed any other person in that vehicle.

3. Lost Property

- (1) The driver shall immediately after the termination of any hiring of a private hire vehicle or as soon as practicable thereafter, carefully search the vehicle for any property which may have been accidentally left there.
- (2) If any property accidentally left in a private hire vehicle by any person who may have been conveyed therein is found by or handed to the driver the latter shall seek to identify the owner thereof failing which the property shall be delivered to the nearest police station with an explanation of the circumstances.

4. Written Receipts

The driver shall if requested by the hirer of a private hire vehicle provide him/her with a written receipt of the fare paid.

5. Animals

The driver shall not convey in a private hire vehicle any animal belonging to or in the custody of him/herself or the proprietor or operator of the vehicle.

6. Prompt Attendance

The driver of a private hire vehicle shall, if he/she is aware that the vehicle has been hired to be in attendance at an appointed time and place or he/she has otherwise been instructed by the operator or proprietor of the vehicle to be in attendance at an appointed time and place, punctually attend at that appointed time and place, unless delayed or prevented by sufficient cause.

7. Deposit of Licence

If the driver is permitted or employed to drive a private hire vehicle of which the proprietor is someone other than him/herself, he/she shall before commencing to drive that vehicle deposit this licence with that proprietor for retention by him/herself until such time as the driver ceases to be permitted or employed to drive the vehicle or any other vehicle of his/her.

8. Taximeter

If a private hire vehicle being driven by the driver is fitted with a taximeter, the driver shall not cause the fare recorded thereon to be cancelled or concealed until the hirer has had a reasonable opportunity of examining it and has paid the fare.

9. Fare to be Demanded

The driver shall not demand from any hirer of a private hire vehicle a fare in excess of any previously agreed for that hiring between the hirer and the operator or, if the vehicle is fitted with a taximeter the fare shown on the face of the taximeter.

10. Change of Address

The driver shall notify the council of any change of his/her address during the period of the licence within 7 days of such change taking place.

11. Convictions/Cautions

The driver shall within 7 days disclose to the council in writing details of any conviction or caution imposed on him/her during the period of the licence.

12. Return of Badge

The driver shall upon the expiry (without immediate renewal), revocation or suspension of this licence forthwith return to the council the driver's badge issued to him/her by the council when granting this licence.

13. Records

(1) The driver shall maintain and carry within the vehicle driven by him/her a record in the form of a loose leaf or bound book and shall enter therein before the commencement of each journey the following details:-

- (a) The name of the driver.
- (b) The registration number of the vehicle being driven.
- (c) The name and address of the hirer or passenger to be carried.
- (d) The time and date for commencement of journey.
- (e) The destination of journey.
- (f) The point of pick-up.
- (g) Signature of driver

(2) The records shall be retained by the driver and delivered to the operator not later than 7 days from the date of the last entry.

14. Cashless Facilities

Functioning cashless facilities must be carried and cashless payments cannot be refused and must not incur the passenger additional costs.

15. Test/Assessments for new first time applicant Pedicab Private Hire Drivers

A new applicant pedicab private hire driver is not required to undertake the private hire driver road knowledge test or the driving assessment. However, it should be noted that the pedicab cannot be used outside the inner ring road and if the pedicab private hire driver should subsequently want to be licensed as a private hire driver to use motorised vehicles then they are required to undertake the private hire road knowledge test and driving assessment.

Private Hire Drivers' Conditions of Licence

1. Conduct of Driver

The driver shall:-

- (a) afford all reasonable assistance with passengers' luggage,
- (b) at all times be clean and respectable in his/her dress and person and behave in a civil and orderly manner,
- (c) take all reasonable steps to ensure the safety of passengers conveyed in, entering or alighting from the vehicle driven by him/her,
- (d) not without the express consent of the hirer, drink or eat in the vehicle,
- (e) not without the express consent of the hirer, play any radio or sound reproducing instrument or equipment or equipment in the vehicle other than for the purpose of sending or receiving messages in connection with the operation of the vehicle,
- (f) at no time, cause or permit the noise emitted by any radio or other previously mentioned equipment in the vehicle which he/she is driving to be source of nuisance or annoyance to any person, whether inside or outside the vehicle,

2. Passengers

- (1) The driver shall not convey or permit to be conveyed in a private hire vehicle a greater number of persons than that prescribed in the licence for the vehicle.
- (2) The driver shall not allow there to be conveyed in the front of a private hire vehicle:-
 - (a) any child below the age of ten years; or
 - (b) more than one person above that age.
- (3) The driver shall not without the consent of the hirer of a vehicle convey or permit to be conveyed any other person in that vehicle.

3. Lost Property

- (1) The driver shall immediately after the termination of any hiring of a private hire vehicle or as soon as practicable thereafter, carefully search the vehicle for any property which may have been accidentally left there.
- (2) If any property accidentally left in a private hire vehicle by any person who may have been conveyed therein is found by or handed to the driver the latter shall seek to identify the owner thereof failing which the property shall be delivered to the nearest police station with an explanation of the circumstances.

4. Written Receipts

The driver shall if requested by the hirer of a private hire vehicle provide him/her with a written receipt of the fare paid.

5. Animals

The driver shall not convey in a private hire vehicle any animal belonging to or in the custody of him/herself or the proprietor or operator of the vehicle.

6. Prompt Attendance

The driver of a private hire vehicle shall, if he/she is aware that the vehicle has been hired to be in attendance at an appointed time and place or he/she has otherwise been instructed by the operator or proprietor of the vehicle to be in attendance at an appointed time and place, punctually attend at that appointed time and place, unless delayed or prevented by sufficient cause.

7. Deposit of Licence

If the driver is permitted or employed to drive a private hire vehicle of which the proprietor is someone other than him/herself, he/she shall before commencing to drive that vehicle deposit this licence with that proprietor for retention by him/herself until such time as the driver ceases to be permitted or employed to drive the vehicle or any other vehicle of his/her.

8. Taximeter

If a private hire vehicle being driven by the driver is fitted with a taximeter, the driver shall not cause the fare recorded thereon to be cancelled or concealed until the hirer has had a reasonable opportunity of examining it and has paid the fare.

9. Fare to be Demanded

The driver shall not demand from any hirer of a private hire vehicle a fare in excess of any previously agreed for that hiring between the hirer and the operator or, if the vehicle is fitted with a taximeter the fare shown on the face of the taximeter.

10. Change of Address

The driver shall notify the council of any change of his/her address during the period of the licence within 7 days of such change taking place.

11. Convictions/Cautions

The driver shall within 7 days disclose to the council in writing details of any conviction or caution imposed on him/her during the period of the licence.

12. Return of Badge

The driver shall upon the expiry (without immediate renewal), revocation or suspension of this licence forthwith return to the council the driver's badge issued to him/her by the council when granting this licence.

13. Records

(1) The driver shall maintain and carry within the vehicle driven by him/her a record in the form of a loose leaf or bound book and shall enter therein before the commencement of each journey the following details:-

- (a) The name of the driver.
- (b) The registration number of the vehicle being driven.
- (c) The name and address of the hirer or passenger to be carried.
- (d) The time and date for commencement of journey.
- (e) The destination of journey.
- (f) The point of pick-up.
- (g) Signature of driver

(2) The records shall be retained by the driver and delivered to the operator not later than 7 days from the date of the last entry.

14. Cashless Facilities

Functioning cashless facilities must be carried and cashless payments cannot be refused and must not incur the passenger additional costs.

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Cabinet Member for City Services

29th September 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Streetscene and Regulatory Services

Ward(s) affected:

All Wards

Title:

Remove requirement for Mercedes Vito Taxis to have the Low Speed Manoeuvrability System (LSMS) (which permits the “turning circle”)

Is this a key decision?

No - although the proposals affect more than two electoral wards, the impact is not expected to be significant.

Executive Summary:

This report provides information for the Cabinet Member for City Services to assess the requirement for Mercedes Vito Taxis to have the Low Speed Manoeuvrability System (LSMS).

Recommendations:

Cabinet Member for City Services is requested to:

- 1) Approve that Euro 4 Emission Mercedes Vito hackney carriage vehicles must have the Low Speed Manoeuvrability System (LSMS) decommissioned on safety grounds.
- 2) Approve that Euro 5 and Euro 6 Emission Mercedes Vito hackney carriage vehicles must have the Low Speed Manoeuvrability System (LSMS) decommissioned where Whitley Depot’s MOT testers identify faults.
- 3) Approve that decommissioning must be undertaken by an approved agent of Mercedes Benz, to return the vehicle back to its original steering design.
- 4) Agree that this policy will apply to the current licensed fleet of Mercedes Benz Vito hackney carriage vehicles which comply with the London Conditions of Fitness of safety. Vehicles already registered will be allowed to continue to be licensed in line with other licensing requirements.
- 5) Agree that any new Euro 4 Emission Mercedes Vito hackney carriage vehicles will no longer be licensed.

List of Appendices included:

Appendix A – Emails from Unite and the Trade to support removal of requirement for the turning circle in Mercedes Vito HCVs, and to show the cost of replacing the LSMS system.

Background papers:

None

Other useful documents

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: **Remove requirement for Mercedes Vito Taxis to have the Low Speed Manoeuvrability system (LSMS) (which permits the “turning circle”)**

1. Background

- 1.1 Coventry City Council's policy for hackney carriage vehicles is that they abide by London's Conditions of Fitness i.e. vehicles capable of having a full turning circle. Currently this includes the LTC/LEVC models TX2, 4 and TX, the Nissan Dynamo and the Mercedes Vito Taxi with the 180-degree turning circle.
- 1.2 Following representations with the trade and Unite Union (the body that represents hackney carriage and private hire drivers in Coventry) taxi licensing was made aware of safety issues concerning the LSMS which permits the turning circle and also the problem of a lack of outlets that can repair this system.
- 1.3 The taxi trade has stated that the LSMS system is not fit for purpose as it keeps breaking down and is difficult and expensive to repair.
- 1.4 Currently, the only outlet that can repair this system is the KPM dealership in London where replacement actuators can take three weeks of waiting and then cost between £2k and £3k for the pair. This has also been compounded by Penso in Siskin Drive, Coventry, who carried out the original conversions to these vehicles when new, going into liquidation on 17 May 2021. In view of the safety concerns and limited supply the disablement of the LSMS is considered necessary.
- 1.5 In a report dated 9 January 2018 Reading Borough Council agreed to remove the requirement for Euro 4 Emissions Mercedes Vito Taxis to have the LSMS system, due to safety concerns.
- 1.6 Manchester City Council have also dispensed the requirement for all Mercedes Vito Taxis to have this turning circle due to the LSMS system causing mechanical faults.
- 1.7 Under the Council's Emissions Policy for Hackney Carriage and Private Hire Vehicles all the Mercedes Vito Taxis with the 180-degree turning circle will be phased out during 2024 when their licence expires as there are no current models being produced with the converters, Penso, going into liquidation. In 2024 renewal vehicles will have to be Zero Emission Capable and there is no model with that capability.

Proposals

2. Taxi Licensing Policies

- 2.1 That the Cabinet Member for City Services approves that Euro 4 Emission Mercedes Vito hackney carriage vehicles must have the Low Speed Manoeuvrability System (LSMS) decommissioned on safety grounds. In addition, that Euro 5 and Euro 6 Emission Mercedes Vito hackney carriage vehicles must have the Low Speed Manoeuvrability System (LSMS) decommissioned where Whitley Depot's MOT testers identify faults. Decommissioning must be undertaken by an approved agent of Mercedes Benz, to return the vehicle back to its original steering design. This policy will apply to the current licensed fleet of Mercedes Benz Vito hackney carriage vehicles which comply with the London Conditions of Fitness of safety. Vehicles already registered will be allowed to continue to be licensed in line with other licensing requirements. Any new Euro 4 Emission Mercedes Vito hackney carriage vehicles will no longer be licensed.
- 2.2 This policy if approved will apply to the current licensed fleet of Mercedes Benz Vito hackney carriage vehicles dispensing in the London Conditions of Fitness, as stipulated above, on the grounds of safety and supply. Any future Euro 4 Emission Mercedes Vito hackney carriage vehicles will no longer be allowed to be licensed.

- 2.3 That the LSMS is decommissioned by an approved agent of Mercedes Benz with the replacement of the rear wheel steer trailing arms with original Mercedes Benz rear suspension or trailing arm units (new ones). Disposal of rear steering equipment including the button in the driver's compartment (which should be replaced by a cover plate). Complete disconnection and re-sealing of wiring so it cannot be used again. The vehicle to have a full 4-wheel alignment. That the vehicle proprietor provides the Council with documentary evidence that the work has been carried out as specified above.

3. Results of Consultation undertaken

After meetings between taxi driver representatives of Unite Union, the body representing the taxi trade in Coventry, the Head of Fleet & Waste Services and the Senior Taxi Licensing & Enforcement Officer and their concerns it was agreed that their concerns (at Appendix A) would be looked at together with reports from Reading Borough Council and Manchester City Council regarding the hackney carriage Mercedes Vito vehicles.

4. Timetable for implementing this decision

- 4.1 Following the recommendation being approved.

5. Comments from Director of Finance and Director of Law and Governance

5.1 Financial implications

Taxi Licensing is a ring-fenced budget and all costs are recovered via charges to the Taxi Trade.

5.2 Legal implications

There are no other legal implications to consider.

6. Other implications

6.1 How will this contribute to the Council Plan (www.coventry.gov.uk/councilplan/)?

It will help to facilitate improvements in the taxi services available to the people of Coventry, which will contribute towards ensuring that vehicles are fit and proper and that passenger and driver safety is maximised.

6.2 How is risk being managed?

Through established reporting and governance arrangements.

6.3 What is the impact on the organisation?

None

6.4 Equality Impact Assessment (EIA)

None

6.5 Implications for (or impact on) climate change and the environment

None

6.6 Implications for partner organisations?

None

Report author:**Name and job title:**

Mick Coggins
Senior Licensing & Enforcement Officer

Service:

Streetscene & Regulatory Services

Tel and email contact:

Tel: 024 7697 1997

Email: mick.coggins@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Sarah Elliott	Head of Fleet and Waste Services	Streetscene and Regulatory Services	27/08/2021	27/08/2021
Liz Knight	Governance Services Co-ordinator	Law & Governance	27/08/2021	01/09/2021
Names of approvers for submission: (officers and members)				
Cath Crosby	Lead Accountant – Business Partnering	Finance	31/08/2021	31//08/2021
Roy Hammond	Criminal & Licensing Solicitor	Law and Governance	31/08/2021	31/08/2021
Andrew Walster	Director of Streetscene and Regulatory Services	-	27/08/2021	17/09/2021
Councillor P Hetherton	Cabinet Member City Services	-	31/08/2021	31/08/2021

This report is published on the council's website: www.coventry.gov.uk/councilmeetings

O'Keeffe, Simon

From: Gill, Major
Sent: 19 July 2021 10:44
To: O'Keeffe, Simon
Subject: Mercedes Vito rear wheel steering

[Get Outlook for Android](#)

From: mohammed [REDACTED]
Sent: Friday, July 2, 2021 3:04:22 AM
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] Mercedes Vito rear wheel steering

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

Hi major

I bought a Mercedes Vito in march 2021 and the vehicle has been driven since getting plated on the 23 March 2021. When taking into inspection (cab autos took it in) it failed on stabiliser link which was fixed on the day and took it in the 3pm re-test.

The cab passed with an advisory saying one of my actuators had a play but i have had no problems in driving it only until few weeks ago the rearwheel steering made a bleep noise and it was indicated that rear wheel had slightly moved out of position after hitting a pothole they tend to be Very sensitive on rough roads. I managed to get the vehicle to cab autos and after putting it on the ramp we immediately got one of the rear tyre was out of place luckily I had no passengers and the problem was fixed for free as i am a regular customer of theirs. Since then it has been fine, I have seen few Vito driving towards me and it seem like the vehicle is gliding sideways but asked the drivers individually whenever i met them they never noticed which is bizan.e.

I do strongly believe for the shon period of time remaining with vitos (2024/25 we should be allowed to have a permanent solution as in a fixed bar installed in that way the vehicle will be safer.

The reason no one mentioned it before because we as the drivers never had the opportunity to raise this issue and most importantly no one to hear our concern, also many years ago money was coming in so drivers were able to afford it but now the circumstances have changed especially over the pandemic we all went through.

Last but not least the stock are getting limited even if we call Mercedes there is a few weeks wait for the parts and as from KPM as they don't sell much euro 5 (2012-16 models) they mainly do euro 6 and if parts are needed it will have to be euro 6 parts which are really expensive and in some cases you might have to upgrade the actuators and the electric side to a eur06 model which is nearly €5k.

Customers especially the wheelchair users love the Vito because of the enormous space and for the electric wheelchair you can turn it facing the rear windscreen as the way it should be.

Mohammed Amjad

O'Keefe, Simon

From: Gill, Major
Sent: 19 July 2021 14:58
To:
(YKeeffe,
Subject: Fwd: [EXTERNAL] Mercedes Vito Rear Steering

[Get Outlook for Android](#)

From: Iqbal Dedat [REDACTED]
Sent: Monday, July 19, 2021 10:08:50 AM
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] Mercedes Vito Rear Steering

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

Mercedes Vito Rear Steering Problem

RPM is the only garage to fix the rear steering, which is situated in London. They can only do this if they have the parts otherwise taxi drivers are put on a waiting list, which can take 2-4 weeks. Furthermore, sourcing the parts and getting the rear steering fixed has become difficult since the Penso Company in Coventry, which designs the actuator, has gone in liquidation.

KPM used to give 12 months warranty but this has now been reduced to only 3 months, which may indicate a lack of confidence in their parts. The cost of replacing an actuator is £1 500 plus the cost of labour so taxi drivers could potentially be paying £3000 plus labour to fix the rear steering. We could be made to pay additional costs if there are further issues after 3 months due to the shortened warranty. This is simply not a feasible amount for taxi drivers to pay especially since the pandemic has had a significant negative impact on taxi driver's earnings.

The main reason why I purchased the Mercedes Vito taxi was because it is a 6-seater vehicle, which allows plenty of room for wheelchair access. Unfortunately, the costs outlined above may exceed the value of my vehicle and it is something that I, along with hundreds of taxi drivers across Coventry, can simply not afford. Please can you consider the impact that enforcing these checks will have on the livelihoods of taxi drivers.

O'Keeffe, Simon

From: Gill, Major
Sent: 19 July 2021 10:42
To: O'Keeffe, Simon

Subject: Hi mr Virk taxi driver over 30 years, I bought my Vito Mercedes 2 years ago I updated my taxi cause emmision issue . One of the reason I bought .Vito taxi Hackney carriage do not check rear steer(ng wheel, . Recently 'in January Hackney...

1 Get Oiltlook for Android

From: Avtar Virk [REDACTED]
Sent: Thursday, July 1, 2021 10:00:13 PM
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>

Subject: [EXTERNAL] Hi mr Virk taki driver over 30 years, I bought my Vito Mercedes 2 years ago , I updated my taxi cause emmision issue . One of,the reason I bought Vito taxi Hackney carriage do not check rear steering wheel .Recently in Jamiary Hackney carri...

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DO NOT provide your username or password,

Sent from my iPhone

O'Keeffe, Simon

From: Gill, Major
Sent: 19 July 2021 10:42
To: O'Keeffe, Simon
Subject: Fwd: [EXTERNAL] Vito rear wheel steering

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From: andrew mcfadyean [REDACTED]
Sent: Thursday, July 1, 2021 10:40:42 PM
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] Vito rear wheel steering

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

*There has been a lot of issues with the rear Wheel steering in the past with Vito drivers and to be honest we are classed as professional drivers and we don't need rear wheel steering we could work without it my name is Andrew mcfadyean badge no late no

O'Keeffe, Simon

From: Gill, Major
Sent: 21 July 2021 13:31
To: O'Keeffe, Simon
Subject: Fwd: [EXTERNAL] Fw: Mercedes Vito
Fw: Mercedes Vito

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From: Narinder Johal [REDACTED]
Sent: Monday, July 19, 2021 1:47:25 PM
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] Fw: Mercedes Vito

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

2

Sent from Yahoo Mail on Android

Forwarded message

From: "Narinder Johal"
To: "major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Sene Mon, 19 Jul 2021 at 12:12 pm
Subject: Mercedes Vito

My name is Narinder Johal, I have been a serving Hackney carriage driver in Coventry for over 26 years and hope to continue doing so for many years to come.

I have always had taken great pride in Coventry's reputation as the home of the black cab and the council's policy to only license purpose built vehicles as hackney's in our City. Many a time it's come as a surprise to visitors to the City at the Station that Coventry has "London cabs" as taxis and that they're made locally.

From a personal perspective going forward from 2025 onwards I will be investing in an electric vehicle to continue working. In the meantime I own and drive a Mercedes Vito which has been modified to allow it, when functioning correctly, to complete the 25ft required turning circle. However, as has been brought to the attention of the Council, this modification has caused issues which require an expensive rectification with no guarantee of success. With only one garage in the whole country able to complete any necessary work.

Given the influx of out of town vehicles working in Coventry, which have severely hit the trade and the impact of the coronavirus these are challenging times for everyone not just for those in the cab trade. However, the strain has certainly been felt so it's with that in mind I would ask the council to give serious thought in making an amendment to its "terms & conditions" for vehicles licensed as hackney carriages.

Given the short time remaining for the Vitos to continue operating as taxis in Coventry I believe the money spent in rectifying the Rear Wheel Steer would be better invested in electric vehicles going forward from 2025 & before.

Thankyou for taking the time to consider this issue.
Mr N Johal.

2

~~O'Keefe, Simon~~

From: Gill, Major
Sent: 21 July 2021 13:31
To: O'Keefe, Simon
Subject: merc vito RWS
Attachments: VITO RWS.pdf

3 **Get Outlook for Android**

From: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Sent: Monday, July 19, 2021 10:51:24 AM
To: simon.okeeffe@unitetheunion.org <simon.okeeffe@unitetheunion.org>
Subject: Fwd: [EXTERNAL] merc vito RWS

4 **Get Outlook for Android**

From: nasir farooq [REDACTED]
Sent: Monday, July 12, 2021 11:05:10 PM
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] merc vito RW

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

Good Evening Major

Please find attached the email regarding the vito rws.

Regards
Nasir

Virus-free. www.v.avast.com

Birmingham Taxi Repairs

To whom it may concern

11/07/2021

We are a established taxi repair specialist garage and have been working on hackney carriage vehicles for over 30years,

Recently we have had a increase in the Mercedes Vito taxi with the rear wheel steering conversion becoming faulty and not working.

We have had vehicles that have been bought to us on a recovery truck where the RWS has malfunctioned causing the rear wheels to lock where one wheel is straight and the other is Lurned inwards or outwards thus causing the vehicle to be very dangerous to drive.

Spare parts for the RWS in the earlier vehicles like the 111 models are now obsolete you cannot buy the new steering actuators as they are no longer manufactured.

We have tried sourcing them from various suppliers in the U.K but with no luck, even the second hand option is not viable as most of the ones available don't workbecause of water damage and wear and tear.

If we are lucky and we manage to source a working second hand unit which is very rare they can be anything upwards from £450 each and that is with no warranty.

I have recently had vehicles from Coventry who have been suspended on the m. o.t due to the RWS not working one taxi has been in my garage for nearly 5 weeks due to the RWS not working and no motors are available still at this time.

The RWS function in my opinion is very flawed system and can be dangerous in certain circumstances, a fully working system will only operate when the vehicle speed is under 5 mph and when you are doing a 3 point turn it has to be operated manually by pushing a button at standstill and if it malfunctions you will be unable to safely drive your vehicle out of oncoming traffic, in other words it is quicker and safer to do the manoeuvre without using the RWS function. If you require and further information or need to contactme my email and phone number are at

the bottom of this letter.

Regards

Nasir Farooq

Birmingham Taxi Repairs 56 Green lane
5DB Mob:07966403093 Email:
Birminghamtaxirepairs@gmail.com

Tel:01217668963 Birmingham B9

O'Keefe, Simon

From: Gill, Major
From:
Sent:

To:
Subject: FW: HCV questions

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From: [REDACTED]
Sent: Monday, July 12, 2021 10:55:39 AM
To: Major Gill <major.gill@unitetheunion.org>
Subject: EXTERNALLY: HCV questions

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

I have received this back from Liverpool Council

Original message

From: "IRoberts, Thomas (Mechanic)" <Thomas.Roberts@liverpool.gov.uk>
Date: 12/0 53 GMT+00:00
To
Subject: HCV questions

Hello Mr Hussain,

Liverpool City Council do not enforce the 25 ft turning circle on Hackney Carriages.

We have a approved list off-lackney Carriages licensable within Liverpool;

Metro Cab

Lti Fairway, Tx1, Tx2, Tx4, LEVC

Ford Tourneo FX8, Tourneo Pro-cab

Peugeot E7

Mercedes Vito Penzo, Vito M8

Renault/Vauxhall NX8

As for the rear wheel steering Mercedes Vito, due to Liverpool City Council not having the 25ft turning circle, the rear wheel steering was never approved.

If you wished to licence a rear wheel steering Mercedes Vito, the vehicles rear wheel steering system must be removed and replaced with the OEM system.

Liverpool City Councils conditions of fitness can be found on Liverpool.gov.uk.

Kind Regards,

Thomas Roberts

Thomas Roberts | Taxi Compliance and Vehicle Officer Apprentice | Taxis | Street Trading & Misc Licences | Licensing & Public Protection

Liverpool City Council 1 6th Floor | Venture Place | Sir Thomas Street | Liverpool | LI 6BW T: 0151 233 3015 1 E: Licensing@Liverpool.gov.uk

Postal address:

Liverpool City Council | Cunard Building | Water Street | Liverpool | L3 1 LH



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2.

O'Keefe, Simon

From: Gill. Major
Sent: 14:58
To:
Subject: Vito Rare wheel steering Appeal

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From: vaninderpal randhawa [REDACTED]
Sent: Sunday, July 18, 2021 8:34:32 PM
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] Vito Rare wheel steering Appeal

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender, DO NOT provide your username or password.

Dear Sir [Madam

I am requesting to remove this requirement to have Rare wheel steering on Vito
It's of no benefit to the passengers or to the driver

All the years I have driven Vito I never have to use even once

It's unnecessary cost to the Taxi drivers.

I don't understand why we have to have 25ft turning circle
it's more safer to do three point turn then a U Turn in the Road

There are no other public transportation where there is no requirements which vehicle to buy or it should have 25ft turning circle why Taxis?

This policy is punishing drivers with the unnecessary costs for something that
They never going to use

I hope council is in favour of safe driving

And make an informed decision and not blindly supporting one company .like LTI
It's against the Law for council to go in favour of one company

I request Council to Change this policy so Vito can be driven as Taxi without the Rare wheel steering.

Kind Regards .
Vaninder Randhawa

Sent from my iPhone

O'Keeffe, Simon

From: Gill, Major
Sent: 19 July 2021 10:49
To: Simon
Subject: [EXTERNAL] Rear steering plate number

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From: [REDACTED]
Sent: Tuesday, July 6, 2021 4:30:48 PM
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] Rear steering plate number [REDACTED]

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Hi

It's been problems i bean to London as well,they haven't checked it last twelve years why now no need for it

Kind Regards
Paramjit Singh

Sent from my iPhone

O'Keeffe,
O'Keeffe, Simon

From: Gill, Major
Sent: 19 July 2021 10:45
To: Simon
Subject: [EXTERNAL] Jaswinder Dulai Merc Vito RWS
Attachments: To Whom it may.pdf

5

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From: Jaswinder Dulai [REDACTED]
Sent: Sunday, July 4, 2021 6:00:53 PM
To: Gill, Major <Major.Gill@unitetheunion.org>
Subject: [EXTERNAL] Jaswinder Dulai Merc Vito RWS

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

Best Regards Jaswinder
Dulai
Mob:

[REDACTED]

Sent from my iPhonp

■ To Whom it may concern,
My name is Jaswinder Singh Dulai and I'm hacłáley can-iage taxi driver and owned Mercedes Vito for the last 20 months.

■ I bought this vehicle because this is 6 seater and it's good for wide wheelchairs to turn around.

The rear wheel steering (RWS) are very dangerous and not safe white driving on the road. I have . had to disengage this mechanism white driving due to danger it poses, not only to myself but also . . . my passengel*. Since I have disengaged this, I feel safer while driving the vehicle. I'm unaware of . . . any driver who uses this mechanism on a regular basis due to the danger they pose..

My RWS is working and to keep it working I use it after a week at my house. But one day when I . was testing then my one rear tyre back to stiaight but one was in full turning lock. If this is happens . . . then you can't move your cab even one feet, So then I left up 2 rear wheels on jack and then that wheel back on right spot. RWS is very dangerous for the driver and passengers too if it's happens on the busy road and there is repairing issue too because the company who modified the RWS is .bankrupt and there is no parts available on the market and no repair gamge in the Midlands.

We are working for passengers safety but this issue is very dangerous for the driver and passengers .too and they cause increase tyres wear and costing us more. .

If you require any furthet information and would like to discuss further Plz don't hesitate to get in contact to me

Best Regards
Jaswinder Dulai

O'Keefe, Simon

From: Gill, Major
Sent: 19 July 2021 10:44
To:

Mobile: [REDACTED]
Email: [REDACTED]
Registration: [REDACTED]
Plate no: [REDACTED]

19 2021 10:44
Simon

Subject: [EXTERNAL] Mercedes Vito rear wheel steering

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From: mohammed [REDACTED]
 Sent: Friday, July 2, 2021 3:04:22 AM
 To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
 Subject: [EXTERNAL] Mercedes Vito rear wheel steering

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

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The cab passed with an advisory saying one of my actuators had a play but i have had no problems in driving it only until few weeks ago the rear Wheel steering made a bleep noise and it was indicated that rear wheel had slightly moved out of position after hitting a pothole they tend to be very sensitive on rough roads. I managed to get the vehicle to cab autos and after putting it on the ramp we immediately got one of the rear tyre was out of place luckily I had no passengers and the problem was fixed for free as i am a regular customer of theirs. Since then it has been fine.

I have seen few Vito driving towards me and it seem like the vehicle is gliding sideways but asked the drivers

individually whenever i met them they never noticed which is bizarre.

I do strongly believe for the short period of time remaining with vitos (2024/25 we should be allowed to have a

permanent solution as in a fixed bar installed in that way the vehicle will be safer.

The reason no one mentioned it before because we as the drivers never had the opportunity to raise this issue and most importantly no one to hear our concern, also many years ago money was coming in so drivers were able to afford it but now the circumstances have changed especially over the pandemic we all went through.

Last but not least the stock are getting limited even if we call Mercedes there is a few weeks wait for the parts and as from KPM as they don't sell much euro 5 (2012-16 models) they mainly do euro 6 and if parts are needed it will have to be euro 6 parts which are really expensive and in some cases you might have to upgrade the actuators and the electric side to a eur06 model which is nearly \$5k,

Customers especially the wheelchair users love the Vito because of the enormous space and for the electric wheelchair you can turn it facing the rear windscreen as the way it should be.

Mohammed Amjad

O'Keeffe, Simon

From: Gill Major
From: Gill Major
Sent: 10:46
To: O'Keeffe,
Subject: Fwd: [EXTERNAL] Fwd: Rear wheel steering
Attachments: Taxi Invoice.pdf

[Get Outlook for Android](#)

From: Kulvir Brar
Sent: Monday, July 5, 2021 7:15:20 AM
To: Gill, Major <Major.Gill@unitetheunion.org>
Subject: [EXTERNAL] Fwd: Rear wheel steering

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

To Whom it may concern,

My name is Kulvir Singh Brar, and I have been a licensed Hackney Carriage taxi driver for 15 years. The vehicle I use is the Mercedes Vito.

I'm writing today to express my severe dissatisfaction with the rear wheel steering (RWS) legislation due to the dangers it poses to taxi drivers and the passengers, I experienced my taxi moving left and right due to the failure in this system.

Furthermore this system has increased my maintenance costs for tyres as they are being worn out a lot faster than they should. I experienced a feeling of the tyres about to fall out due to this mechanism failing then due to their being no mechanism who can work on this system I had to travel to London on 29/06/21 to mechanic there and when I came back *it stopped working again then on 01/07/21 I had to travel to London again and get this problem sorted. There aren't any new parts but second hands so the problem can still be there in the future. I have attached the invoice of my recent-repair from London showing how expensive it is and -its not good when the Taxi business is not at it's best state.

Kind Regards,

Signature
Number
e No
:

Kulvir Singh Brar
Badge Numb
Taxi Plate No.
Taxi Reg:

Bethna/ Green London

MR BROW

6.1 €2 6JL
6.1.1 T: 0207 033 6638

[Redacted]

E: nige/@e2taxi.co.uk

/NVO/CE NO

DATE 28/06/2021

MILEAGE

L,q,r NO: 9504 94

6.1.1.1 VEHICLE
REGISTRATION

	AMOUNT
Carry out wiring repairs to rear steering system Replaced o/s actuator assy	250.00
REAR STEERING OPERATION SWITCH	20.00
ACTUATOR	350.00
SUB TOTAL	
VAT TOTAL	620.00

O'Keeffe,
[REDACTED]

From: Gill, Major
Sent: 19 July 2021 10:47
To: O'Keeffe, Simon
Subject: Fwd: [EXTERNAL] Jaswinder Dulai _ RWS_Vito _ Plate no [REDACTED]
Attachments: To Whom it may 2.pdf

Get [Outlook for Android](#)

From: Jaswinder Dulai [REDACTED]
Sent: Monday, July 5, 2021 7:29:57 PM
To: Gill, Major <Major.Gill@unitetheunion.org>
Subject: [EXTERNAL] Jaswinder Dulai _ RWS_Vito _ Plate no [REDACTED]

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

Best Regards
Jaswinder Dulai
Mob: [REDACTED]

Sent from my iPhone

To Whom it may concern

My name is Jaswinder Singh Dulai and I'm hackney carriage taxi driver and owned Mercedes Vito for the last 20 months.

I bought this vehicle because this is 6 seater and it's good for wide wheelchaiß to turn around.

The rear wheel steering (RWS) are very dangerous ar,ld not safe white driving on the road. I have had to disengage this mechanism white driving due to danger it poses, not only to myself but also my passengers. Since I have disengaged this, I feel safer while driving the vehicle. I'm unaware of any driver who uses this mechanism on a regular basis due to the danger they pose.

My RWS is workiäg and to keep it working I use it after a week at my house. But one day when I was testing then my one rear tyre back to straight but one was in full turning loclc. Ifthis is happens then you can't move your cab even one feet. So then I left up 2 rear wheels on jack and then that wheel back on right spot. RWS is very dangerous for the driver and passengers too if it's happens on the busy road and there is repairing issue too because the company who modified the RWS is bankrupt and there is no parts available on the market and no repair gamge in the Midlands.

We are worldng for passengers safety but this issue is very dangerous for the driver and passengers too and they cause increase tyres wear and costing us more.

Ifyou require any further information and would like to discuss further Plz don't hesitate to get in contact to me.

Best Regards Jaswinder Dulai

Mobile: [REDACTED]
Email: [REDACTED]
Registration: [REDACTED]
Plate no: [REDACTED]

Mobile:

O'Keeffe, Simon

From: Gill, Major
Sent: 19 July 2021 10:44
To: O'Keeffe, Simon

O'Keeffe/
Subject: Fwd: FW: Mr mohampd ajmal.

7 Get Outlook for Android

From: Mohammed Ajmal [REDACTED]
Sent: Friday, July 2, 2021 12:59:27 AM
To: Major Gill <major.gill@unitetheunion.org>
Subject: [EXTERNAL] FW: Mr mohammed ajmal

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

----- Original message -----

From: Mohammed Ajmal [REDACTED]
Date: 01/07/2021 00:19 (GMT+00:00)
To: Major Gill <majorgi1104@gmail.com>
Subject: Mr mohammed ajmal

Mr mohammed ajmal.
Mercedes Vito taxi owner
Reg [REDACTED]

I have been a taxi driver for more than 35 years

I am concerned about the rear wheel steering system on my Mercedes taxi
As I am having problems to get parts for the htaxi

The only place is in London company name KPM TAXI PARTS they are the
only ones who can repair this system

I have tried all the local garages but they don't have parts or understand the system on the taxi
When I bought the taxi, it was a better buy because it was a 6 seater and also good for disabled chairs
Low emissions aswell

Better on fuel consumption
Lower on road tax than a tx4.
It's more spacious than the tx4.

That's why I paid that much money for this Mercedes Vito taxi
I had paid E24,000 at that time 4 years ago

I can't get pans
To replace the rear system

I have to upgrade the rear actuators to euro 6 spec that would cost near cost E3,500 from only kpm garage in
London

They only warranty the patts for 3 months only due it being used as a taxi
The running costs are too much now As there isn't much
work I am struggling as it is

If the council allows us to put solid bars it will it bring down my running costs down

The cost rear tyres, ball joints wear out,keep getting it tracked and the expensive actuators

The system in my view isn't needed and so expensive

As similar Mercedes Vito are used as private hire in Coventry,they don't have the rear wheel steering
Please can raise this issue with the Coventry taxi licensing office.

Thank

O'Keefe, Simon

From: Gill, Major
Sent: 19 July 2021 10:43
To: O'Keefe, Simon
Subject: Fwd: [EXTERNAL] Vito rear wheel steering
Attachments: Screenshot_20210627-194224_Google.jpg

[Get Outlook for Andi O'Keefe](#)

From: andrew mcfadyen [REDACTED]
Sent: Thursday, July 1, 2021 10:50:31 PM
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] Vito rear wheel steering

[EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.]

We are classed as professional drivers and don't need the rear wheel steering. It just makes it harder for us to try and get parts, I paid \$450 for a second hand actuator in the past and I've read that they don't feel safe on the motorway I've sent an attachment my badge no is [REDACTED] d plate

appears that the Mercedes V8 is still

having problems with the rear wheel

steering even after the upgrade, it seems

that the activators are still playing a role

even after KPM have upgraded the

steering system

systems, it appears that the activators

are not part of the upgrade. 8Ma | 20 | 2



Mercedes-Benz logo

Mercedes KPM Rear Wheel

Steering | SuperCabby

boofeatu | edsnippets

| Df-

ppets



Feedback

To whom it may concern,

My name is Karmjeet Singh, a hackney carriage taxi driver, and the owner of a Mercedes Vito for 26 months.

The Mercedes Vito was purchased for good intentions on insurance purposes, greater comfort and legroom for passengers including 6-seater capacity, and convenience for wheelchair passengers in which the black cab T)(could not provide.

The Rear Wheel Steering (RWS) poses a greater risk while driving on the roads. Due to the danger it poses, I've felt safer disengaging this mechanism to protect myself and my passengers however I'm not aware of any other drivers who've had to resort to this measure.

On another serious note, the RWS also causes increased tyre wear meaning the total mileage decreases to 4000-5000 miles eventhough this should last to 15,000 on average. Due to liquidation of the company Penso, there are no nearby repair shops within the West Midlands area or other close-by areas to repair this flaw causing us to make long distance trips to London while carrying onboard the same risk.

Because of the limited availability and high expense of the parts, only used parts are being installed in the taxis causing the same issues again and again with no warranties given by the mechanics in London.

I have travelled to London 7 times within the 26 months including twice this year due to the same reason of mechanical faults appearing, however the same faults are re-emerging in a cycle. Evidence is attached as receipts from the London mechanics.

If any further information is required, please do not hesitate to get in touch with myself.

Kind regards,

Karmjeet Singh

le: [REDACTED]
: [REDACTED]
er plate: [REDACTED]

Mobile:
Email:

Number
plate

E2

2a Three Colts
Bethnal C
Lo
E.
T: 0207 033
E: nigel@e2taxi.
07946
728

A & N TAXI REPAIRS LTD
2A THREE COLTS LAH
LONDON
M: 02579 TID: 0470
AED: A0001000031010

Mr SINGH

VISA DEBIT
VISA DEBIT
PAN: 5100 00

SALE
CARDHOLDER COPY
PLEASE KEEP THIS RECEIPT
FOR YOUR RECORDS

DATE 01/06/2021

VAT NO: 119 9504 94

INVOICE NO
MILEAGE

VEHICLE REGISTRATION

REPLACED REAR

AMOUNT £60.00
Verified by PIN
THANK YOU
12:10 01/06/21 12:10:00
AUTH CODE: 001950

	AMOUNT
	60.00

sug TOTAL

SOLEÄIÖTD

90 00

SUB TOTAL 390 00

VAT 78.00

TOTAL 468.00

To Whom it may concern,

My name is Manjinder Singh Samz and U am hackney canriage taxi driver and have owned a Mercedes Vito for the last 18 months.

The Irear wheel] steeling (IRWS) alre very dlanngelrous andi not safe while dlivüng cn the [roads. Il have had to disengage this mechanism while driving due the danger it poses, not only to myself but also my passengers- Since I have disengaged this, I feel safer while driving the vehicle. I am unaware of any driver who uses this mechanism on a regußar basis due to the danger they pose.

I would also like to point out they cause increase tyre wear and meaning they only last approximately 4000 miles when they should last on average 15,000 miles. As am sure you aware the company who created this RIMS mechanism (Penso) are no longer in business and trading meaning there is no car repair shop within the Midlands region that can repair this mechanism which further issues.

If you require any further information or would like to discuss further please do not hesitate to get in contact with myself.

Kind Regards

Manjinder Singh Samra

Mobile: [REDACTED]

Email: [REDACTED]

Number Plate: [REDACTED]

Sukwinder Singh
[REDACTED]

Monday 28th June 2021

To whom it may concern,

I am a Hackney driver badge number [REDACTED]

[REDACTED] drive a VITO taxi

RE [REDACTED] plate number [REDACTED]

RE

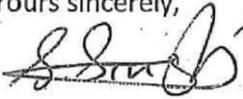
In short I have been a Hackney driver since 1995. Between 1995 and 2001, I drove a fairway and between 2001 and sept 2020, I drove TXI. As mentioned, I am currently driving a VITO. I am writing in today to express my view regarding the rear wheel steer on my VITO taxi and why it is not needed:

- *For me, as a driver to use this feature I have to be in standstill, which is not only a hazard to myself but other users on the road. It is not always possible to be standstill.
- * When trying to use the feature, I can often be an obstacle to other drivers. This causes them to horn and get frustrated.
- * When trying to use this feature, you press the button and slowly start to move. However, it is not practical to move less than 5mp. Again, it is a hazard to all on the road.
- * Unlike other taxis, the VITO is limited to only having rear wheel steering when driving forward. This feature is inactive in reverse. This is very impractical.
- * When using this feature and trying to move fast, the VITO automatically disables the feature and rendering you from being able to move whilst using the feature. Resulting, in a normal 3 point turn.

Being an experienced driver with over 25 years in the industry, I do have the ability to function without this feature. Similar to other competent drivers..

I hope I have been able to express that this feature is not practical and I am able to function without it.

Yours sincerely,



Sukhwinder Singh

O'Keeffe, Simon

From: Gill, Major

Sent: 21 July 2021 13:31
To: O'Keeffe, Simon
Subject: Fwd: [EXTERNAL]

8.1 [Get Outlook for Android](#)

From: Mohinder Shoker [REDACTED]
sent: Monday, July 19, 2021 12:06:52 PM

To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL]

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2

O'Keeffe, Simon

From:
Sent:

Gill, Major
03 August 2021 10:21
O'Keeffe, Simon
Fwd: [EXTERNAL]



KPM Automotive Ltd

164-172 LUKIN STREET
LONDON
E1 0BN

Tel: 020
7377 2182
Fax : 020
7247 3863

Web: www.kpmautomotive.co.uk

VEHICLE REGISTRATION [REDACTED]
MERCEDES BENZ VITO TAXI

QUOTATION

RWS UPGRADE E3,372

Many thanks

Kind.Regards

Sara

SARA DACOSTA
AFTER SALES DIRECTOR

O'Keeffe, Simon

From:

Gill, Major

Sent:

03 August 2021 10:21

O'Keeffe, Simon

Subject:

Fwd: [EXTERNAL]

Registered address: 2-4 Hemming Street, London, E1 5BL

Danict-prpd in Fnnland R Wales NO. 09281265

O'Keeffe, Simon

From: Gill, Major
Sent: 03 August 2021 10:21
O'Keeffe, Simon
Subject: Fwd: [EXTERNAL]

To: Motor Issues

Get Outlook for Android

O'Keeffe, Simon

From: Gill, Major
Sent: 03 August 2021 10:21
O'Keeffe, Simon
Subject: Fwd: [EXTERNAL]

From: Tara Maroke [REDACTED]
sent: Thursday, July 29, 2021 11:12:44 PM

To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] Motor Issues

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

Dear Sir/Madam,

I have been at home off work since June 22nd 2021 due to no fault of my own as my Taxi vehicle has failed it's MOT due to rear wheel steering.

The motor parts for this vehicle are no longer available as they are obsolete. The motors that were suggested as a viable replacement do not function. Asides from this motor issue, the vehicle is fully functional. I am willing to purchase the parts but the previous company that were in production of the motors have gone into liquidation.

Please can you advise a solution to this problem and help myself and many other Taxi drivers in a similar predicament a way of resuming work

Yours sincerely,

Mr. Sohan Singh Maroke

I

01
O'KEEFE, SIMON

O'Keefe, Simon

From: Gill, Major
Sent: 03 August 2021 10:21
O'Keefe, Simon
Subject: Fwd: [EXTERNAL]
To:

Vito rear wheel turning. I have my Vito for more than year and half i never used it even it's working it's very scary to use it and also it's very expensive to repair and as work situation now a days hardly people can afford it but Ota..

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From: Balwinder Singh

Sent: Wednesday, July 28, 2021

To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>

Subject: [EXTERNAL] Vito rear wheel turning. I have my Vito for more than year and half i never used it even it's working it's very scary to use it and also it's very expensive to repair and as work situation now a days hardly people can afford it but otherwi...

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Sent from my iPhone

O'Keeffe, Simon

From: Gill, Major
Sent: 03 August 2021 10:21
O'Keeffe, Simon
Subject: Fwd: [EXTERNAL]

To: RWS issues

From: Harinder Virk [REDACTED]
Sent: Wednesday, July 28, 2021 11:08:37 AM

8.2 Get Outlook for Android
From: Harinder Virk
Sent: Wednesday, July 28,
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] RWS issues

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

To whome it may concern

My name is Harinder Singh Virk ,I am Hackney driver and I have owned Mercedes Vito more than 2years.

The rear wheel steering (RWS) are very dangerous and not safe while driving . I have had to disengage it due to danger it poses to myself and customers.

I bought above vehicle due to it's 6 seater capability and more legroom and wheelchair access also. Unfortunately due to RWS repair cost and parts unavailability currently simply beyond affordability. Especially since the pandemic has had negative impact on taxi driver's earnings, .

Kind regards,
Harinder Singh Virk

Sent from my iPhone

O'Keeffe, Simon

From: Gill, Major
Sent: 03 August 2021 10:21
O'Keeffe, Simon
Subject: Fwd: [EXTERNAL]

1

O'Keeffe, Simon

From: Gill, Major
Sent: 03 August 2021 10:21
O'Keeffe, Simon
Subject: Fwd: [EXTERNAL]

To:

Re: Inspection

[Get Outlook for Android](#)

From: muhammed hanif [REDACTED]
Sent: Wednesday, July 28, 2021 10:16:36 AM
To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>
Subject: [EXTERNAL] Re: Inspection

EXTERNAL SENDER, Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

Hello

I had my inspection back in March, the inspection failed because of the rear wheel steering on my Mercedes Vito. I called KPM in London they told me they were not available for the next two weeks, I called another garage who charged me f1200 to fix the rear steering wheel and they also kept the taxi to repair the part for a whole week. I had no means of coming back to Coventry and had to get a taxi from London back to Coventry. I did not realise the part was going to be so expensive and unreliable too, otherwise I would not have bought this vehicle. I am worried that I would have to pay a further E20002500 in the next inspection, as the rear steering wheel has stopped working and the warranty has expired. This is a great concern to me as I am not in a financial position to buy another taxi.

Many thanks

Muhammed
Hanif Plate

No: [REDACTED]
O'

o:

:T
Mercedes vita RWS

[Get Outlook for Android](#)

Sent:

From:

Sent: Tuesday, July 27, 2021 5:37:06 PM

Tuesday, July 27, 2021 5: 7:06

To: major.gill@unitetheunion.org <major.gill@unitetheunion.org>

Subject: [EXTERNAL] Mercedes vito RWS

EXTERNAL SENDER. Do not open any links or attachments unless you were expecting them from this sender. DO NOT provide your username or password.

I am a licensed Hackney carriage driver who has been driving a mercedes Vito for the last 4-5 years. Until Jan 2021 coventry Council MOT garage did not check RWS on my vehicle which has been taken for test on atleast 7-8 occasions.

Know the council are starting to check which I feel is unacceptable as if it was part of there licensing conditions then the RWS should have been checked from the beginning. Coventry taxi licensing had not put any kind of suspension on the RWS prior to 2021 so why know are they checking.

Drivers like myself invested in these vehicles due to them being more reliable,better access for disabled passengers and more comfortable to drive,since Penso which are the company who done the Taxi conversion on these vehicles has gone into administration it is very hard to get hold of any parts which are for the RWS and drivers have to take the vehicles to London as no garage in the Midlands can do RWS work.I feel that the council knowing this should suspend with immediate effect all 'checking of RWS .I hope that with the support of other Vito drivers you and unite union can come to some agreement with the council on this matter. Thank you

Mohammed Qasim