

LICENSING COMMITTEE

Minutes of a meeting of the Licensing Committee held on Tuesday 2nd October 2012 at 6.05 pm in the Reception Suite, Civic Offices, Telford

PRESENT

Councillors: C Mason (Chair), R Picken, T Hope, A Mackenzie, L Murray, R Scammell, J Seymour, J Thompson and K Tomlinson.

Officers in attendance: Jonathan Eatough – Assistant Director: Law, Democracy & Public Protection, Ian Mercer – Public Protection Service Delivery Manager, Suzanne Fisher – Public Protection Team Leader, Tina Street – Solicitor and Wendy Buckley - Democratic Services Support Officer.

LC- 11 MINUTES

RESOLVED – that the minutes of the meeting of the Licensing Committee held on the 5th September 2012 be confirmed and signed by the Chair.

LC- 12 APOLOGIES FOR ABSENCE

Councillor B Duce.

LC- 13 DECLARATIONS OF INTEREST

None.

LC- 14 REVIEW OF HACKNEY CARRIAGE CONDITION OF LICENCE

The Public Protection Team Leader presented a summary of the report of the Service Delivery Manager - Public Protection for Members to consider the Council's Hackney Carriage condition of licence covering the types of vehicle that can be licensed as a Hackney Carriage in Telford & Wrekin.

Following a request from the Private Hire trade, a 12 week consultation began in March 2011, following which Members resolved to maintain the existing condition at the Licensing Committee meeting on 7th September 2011. In December 2011 a consultation was carried out on the draft Hackney Carriage and Private Hire policy where a response was received from Allied Vehicles Ltd. The response related to the Council's conditions of licence rather than the policy itself specifically relating to the type of vehicle the Council will license as a Hackney Carriage. The Council's condition of licence was also questioned by solicitors acting for the vehicle importer. Copies of the letters were appended to the report. The Public Protection Team Leader then contacted the consultees who responded to the earlier 2011 consultation to inform them that condition 2.2 was being reviewed again by the Licensing Committee. Five supplementary responses had been received and were also appended to the report. A further letter received from The London Taxi Company on 1st October 2012 was tabled at the meeting.

The Committee were asked to consider implementing a revised condition that would detail how the Council would decide in future the acceptability or otherwise of other vehicles applying to become licensed as hackney carriages. Amongst other things the committee considered accessibility issues and recent developments in case law. It was proposed that the vehicle types should go through an approval process that included consultation with a working group consisting of the Telford Hackney Carriage Association, disability user groups, member of the highways and transport team, licensing officers and a member of the licensing committee. All applications made to license a purpose built vehicle would be considered by the Principal Licensing Officer after consultation on the vehicle type with the working group. It was proposed that, if accepted by members, revised condition 2.2 would be implemented immediately. Photographs of typical vehicles that had been licensed by other authorities and might foreseeably be the subject of applications to be included on the approved list of Hackney Carriage vehicles were distributed to Members.

The Public Protection Team Leader confirmed that the working group would look at different vehicles to test to see if they were suitable. This is what the private hire working group was already doing with applications to license vehicles which were not already on the approved list for private hire vehicles.

The Public Protection Team Leader confirmed that some complaints had been received from wheelchair users stating that their wheelchairs were not suitable or safely restrained in a hackney carriage.

Members debated the matter and arguments were put for and against, which resulted in a 5 to 4 majority decision in favour of the motion.

The Solicitor to the Licensing Committee gave a brief summary of the issues surrounding a case that was brought against Liverpool City Council. One issue that was highlighted in the judgement was that the report commissioned by Lowland Market Research found in 96 out of 100 reference wheelchair journeys undertaken neither the wheelchair nor the passenger could be safely secured in a London style taxi. The judgement concluded that Liverpool City Council failed to understand that Hackney Carriages were not accessible to all users- it provided a restricted choice of vehicles that had the ability to accommodate wheelchairs in a safe position. Evidence from the report showed that some wheelchair users were not able to access London style taxis however there was an opportunity to use other more suitable vehicles if they were not restricted to London style taxis only.

It was also pointed out that, without the amended condition the Council could face the risk of successful challenge by way of judicial review based on the Liverpool City Council case with the associated exposure to costs.

The Assistant Director: Law, Democracy & Public Protection confirmed that the adoption of a condition did not automatically approve any vehicle for use as a hackney carriage within Telford & Wrekin but that the condition enabled decisions to be made in respect of such applications in a fairer, more transparent manner, thus reducing the risk of challenge from affected users.

Councillor Tomlinson asked Members to look specifically at the end users involved.

It was moved that vehicles considered by the user group as acceptable should be referred to the licensing committee to make a final decision on each vehicle, not officers. This amendment which deleted 2.2 from the recommendations was agreed by members.

The Chair moved that recommendation 2.1 in the report be approved, the motion was seconded and it was

RESOLVED that the proprietor shall ensure that the Hackney Carriage vehicle shall only be of the type approved for Hackney Carriage use by the Council, namely a purpose-built vehicle built to carry up to eight passengers with factory fitted seatbelts and an engine capacity not less than 1600cc. subject to the following:

Hackney Carriage vehicles are approved by way of a list that will specify as many different types of vehicles as possible.

Councillors Mason and Picken asked that their votes in favour above be recorded.

Meeting closed at 7.42 pm.

Chairman:

Date:

LICENSING COMMITTEE

Minutes of a meeting of the Licensing Committee held on Tuesday 20th November 2012 at 6.00 pm in the Reception Suite, Civic Offices, Telford

PRESENT

Councillors: C Mason (Chair), R Picken, A Mackenzie, L Murray, R Scammell, J Seymour and J Thompson.

Officers in attendance: Ian Mercer – Public Protection Service Delivery Manager, Suzanne Fisher – Public Protection Team Leader, Tina Street – Solicitor and Wendy Buckley - Democratic Services Support Officer.

LC- 15 MINUTES

In relation to minute LC – 14, some Members considered that the minute did not fully reflect the debate and divergent views that were expressed at the meeting. It was therefore:

RESOLVED – that minute LC - 14 of the meeting of the Licensing Committee held on the 2nd October 2012 be amended to include a sentence stating that:

“Members debated the matter and arguments were put for and against which resulted in a 5 to 4 majority decision in favour of the motion”. The amended minutes be brought back for approval at the next meeting.

LC– 16 APOLOGIES FOR ABSENCE

Councillors B Duce and T Hope.

LC- 17 DECLARATIONS OF INTEREST

None.

LC- 18 GAMBLING ACT 2005 – REPORT ON THE STATUTORY REVIEW OF THE COUNCIL’S STATEMENT OF LICENSING PRINCIPLES

The Public Protection Team Leader presented a summary of the report of the Service Delivery Manager - Public Protection advising Members that following a consultation, a revised Statement of Principles along with supporting appendices had been prepared to be presented to Council on 22nd November and effective from 31st January 2013. The Statement of Licensing Policy for the Gambling Act 2005 has to be reviewed every three years as a statutory requirement and the policy was last reviewed in 2009.

The Solicitor for the Council advised Members that Telford has a ‘no casino policy’. This can only be changed with agreement from Central Government for the location of casinos countrywide.

Only minor amendments were made to the previous Statement of Principles following revised guidance from the Gambling Commission. Some changes to the wording of the introduction of the Statement of Principles were suggested by a Member and agreed by Members.

Members also stated that in view of the large consultation exercise where only 5 responses had been received, this was very disappointing and the instructions to the Parish Councils should be reworded in the hope that more responses to consultations would be forthcoming.

RESOLVED - that the Statement of Licensing Principles for the Gambling Act 2005 for the Borough of Telford & Wrekin be recommended to Full Council for approval with an effective date of 31st January 2013.

LC – 19 GAMBLING ACT 2005 – REPORT ON THE DELEGATION OF STATUTORY FUNCTION TO OFFICERS

The Service Delivery Manager Public Protection advised Members that the purpose of the report was to delegate functions of the Licensing Committee under the Gambling Act 2005 to the Service Delivery Manager in respect of the revocation of premises licences due to non-payment of annual fees. It was hoped that the process would be streamlined in that the Service Delivery Manager could then delegate to the Principal Licensing Officer, in writing, to revoke a premises licence on non-payment of fees.

RESOLVED - that Members delegate the functions set out in the report to the Service Delivery Manager Public Protection.

Meeting closed at 6.25 pm.

Chairman:

Date:

TELFORD & WREKIN COUNCIL

LICENSING COMMITTEE – 16th January 2013

DETERMINATION OF APPLICATION FOR LAND TO THE SOUTH OF SUTTON HILL WAY, SUTTON HILL, TELFORD TO BE REGISTERED AS A VILLAGE GREEN

REPORT OF ASSISTANT DIRECTOR OF LAW, DEMOCRACY AND PUBLIC PROTECTION

1. PURPOSE

To request members determine the application made by Donald Joseph Hoyle to register land to the south of Sutton Hill Way, Telford as a Village Green.

2. RECOMMENDATIONS

The evidence is submitted for Members to determine whether or not the case has been proved for registration of the land as a Village Green.

3. SUMMARY

An application was received from Donald Joseph Hoyle on 30th April 2009 to have the area of land to the south of Sutton Hill Way (known by various names including Sutton Hill Farm, The Green, Woods Green, Chleford Park, Great Hay and Sutton Way, Sutton Hill, Telford) registered as a Village Green under the Commons Act 2006. The application site (“the Site”) is shown on the plan attached to this report. Evidence was submitted which formed part of the application and, in accordance with the relevant legislation, consultation was carried out with various parties and the application was publicised.

The site is owned by the following:

- a) Telford Golf and Country Club Hotel Limited (Q Hotels)
- b) Homes and Communities Agency
- c) The Council

Objections were originally received from the Hotel, HCA and the Council on the original area proposed for the village green. However, the area was revised and all these landowning parties withdrew their objections. The revised area is shown on the attached plan. Objections were also received from two individual landowners but these too have now been withdrawn.

Therefore, this application is now being considered as an uncontested application.

Members are asked to consider the evidence that has been submitted and

determine, on the balance of probabilities, whether the case has been proven for registration of the Site as a Village Green.

4. PREVIOUS MINUTES

None

5. INFORMATION

5.1 Background

Any person may make an application to the local authority for an area of land to be registered as a Town Green.

The authority may register land as a Town or Village Green if it is satisfied, on the balance of probabilities, that a significant number of the inhabitants of any locality, or of any neighbourhood within a locality, have indulged as of right in lawful sports and pastimes on the land for a period of at least 20 years and they continue to do so at the time of the application

A copy of the letter and application form submitted by Donald Joseph Hoyle is attached as Appendix 1. Supporting evidence was also included to demonstrate use of the Site in accordance with the above criteria. The relevant period of 20 years use for the purposes of this application is the 20 years immediately preceding the application date (i.e. the 29th April 2009) and that the use is continuing. However, some of the evidence relates to use which pre-dates that 20 year period.

A copy of the evidence of use forms and additional letters and photographs provided by Mr Hoyle in support of the application are marked "Appendix 2" and attached to members' copies of this report and which can be viewed by during office hours by contacting the author of this report (see details below)

Members should consider all available evidence before making their determination.

5.2 The Process

When an application is received by the authority it must carry out the following steps:-

Allot a number to it – this application has been allotted number 3/2009

Send a notice to every person whom the authority has reason to believe to be an owner, lessee, tenant or occupier of any part of the land affected by the application or to be likely to wish to object to it. This has been done.

Publish in the concerned area a similar notice and a copy of the application – the notice was advertised in the Shropshire Star on 23rd December 2010

Affix the notice to a conspicuous object on any part of the land – a copy of the notice was affixed to posts on the Site. These notices were put up week commencing 29th November 2010.

A period of 6 weeks is allowed for objections or representations to be made about the application.

Letters were sent to all interested parties, including the owners of the Site.

Objections were received from the following:

- a) Homes and Communities Agency – 9th February 2011
- b) The Council as landowner – 9th February 2011
- c) Mrs P Probert (1 Reynards Coppice, Sutton hill, Telford) – 9th February 2011
- d) Q Hotels Limited (who is the freehold owner of part of the Site, although the title register indicates that it is owned by Telford Golf and Country Club Hotel Limited) – 9th February 2011
- e) David Morgan (6 Carnoustie Drive, Sutton Hill, Telford, TF7 4BQ – 20th January 2011

In response to these objections the applicant reduced the area of land to be the subject of the application. The Council accepted this revised/reduced area as a formal amendment to the application because it does not include any new land outside that which was the subject of the consultation/publication process. It is the revised area which is shown as the application site at Appendix 1. Members will note that the evidence forms at Appendix 2 indicate the areas of the application site used by the witnesses.

All objections were withdrawn following the amendment of the area applied for.

In relation to Q Hotels, their main concern was that there were underground cables that served the hotel, and the area shown in the original application would have incorporated land under which these cables lie. As Members will see, the final area does not include this area.

5.3 The Determination

This application has been made with reference to Section 15(2) of the Commons Act 2006. Therefore, Board should consider the following when making their determination:-

20 Years

The Board should be satisfied that this area has been used for a continuous period of 20 years ending on the date of the Application i.e. between 29th April 1989 and 29th April 2009 and that this use was continuing at the time of the application.

Local Inhabitants

There is no clear definition of this. However, case law suggests that inhabitants of a Parish should be considered as “local inhabitants”, as well as other people who live in the locality, for example where the land lies close to the Parish boundary. The neighbourhood relied upon by the Applicant is Sutton Hill, as shown on Map 2 of the application.

Lawful Sports and Pastimes

Again, there is no clear definition. However, sports and pastimes has traditionally included flying kites, playing football, picnicking, walking a dog, kicking a ball and bird watching. Events such as Village Fetes and carnivals would also fall under the definition of sports and pastimes.

Generally

The application must be determined on its own merits by applying the law in relation to the registration of village greens. Members must only consider whether it has been shown, on the balance of probability, that all of the qualifying elements of Section 15(2) have been met. Board should consider the evidence in Appendix 2 and form a view as to whether the case for registering this land as a Village Green has been proved on a balance of probabilities.

Objections

Copies of the objections and exchanges relating to those objections have not been included in this report as they have now been withdrawn. However, the information is available and should Members wish to see it they should contact the author of this report (see details below).

5.4 Environmental Impact and Equal Opportunities

As this is a report which seeks a determination based on evidence submitted there are no environmental or equal opportunities considerations.

5.5 Legal Comment

As this report is prepared by Legal Services there are no additional legal comments.

5.6 Links with Corporate Priorities

The following are considered to be the corporate priorities which indirectly relate to this report:-

- Maintaining a high quality, attractive and sustainable environment
- Promoting healthy communities and improving the quality of life for vulnerable and older people.

However, as mentioned above, this is a report which seeks a determination based on evidence submitted and Members’ considerations are thus defined.

5.7 Opportunities and Risks

This report deals with the processes to be followed to fulfil the Council's statutory duty. The opportunities and risks associated with this decision have been identified and assessed during the statutory process and will be appropriately managed

5.8 Financial Implications

Registration as a Village Green will mean that, generally, the land can only be used for purposes which are not inconsistent with use of the Village Green for lawful sports and pastimes. The Council is one of the relevant landowners and so registration will impact on the potential value of any future capital receipt associated with the land if it was sold, due to the restrictions on usage mentioned above. There are currently no known schemes which will be impacted by this proposal and the Council as landowner has withdrawn its objection to the application. JAC 040113

6. WARD IMPLICATIONS

This report has implications for Cuckoo Oak Ward.

7. BACKGROUND PAPERS

Most of the background papers are already included as Appendices to this report. However, further copies of the Appendices and exchanges of correspondence and other documentation relating to this application are held on file reference 000592 within the Legal Services unit.

***Report prepared by Ian Ross – Team Leader Places, Legal Services
Tel: 01952 383255***

RECEIVED

30 APR 2009

10 Verbena Way
Sutton Hill
Telford TF7 4DX

Emma Harvey
Solicitors Office
Telford & Wrekin Council
Civic Offices
Telford TF3 4WZ

Delivered By Hand

30 April 2009

Dear Ms Harvey

Re: Application for Village Green at Sutton Hill, Telford

I am writing on behalf of the Sutton Hill Village Green Community as the representative of residents of Sutton Hill who wish to apply for Village Green status for land at Sutton Way, Sutton Hill, Telford.

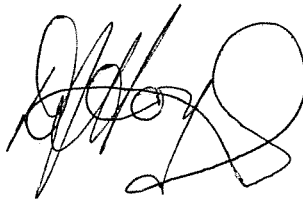
Please find attached:

- 1) Village Green Application Form 44
- 2) Statutory Declaration
- 3) Map A – Village Green / Claimed Land
- 4) Map B – Neighbourhood / Locality Map
- 5) Supporting Statement justifying the application to register the land as a Village Green
- 6) 17 Evidence Questionnaires completed by local residents

I am anticipating forwarding a further two dozen or more additional Evidence Questionnaires to be completed by local residents in the near future. In addition we are preparing a map and details of title deeds from the Land Registry showing ownership of the land claimed as Village Green.

In the meantime I would be grateful if you would register the application.

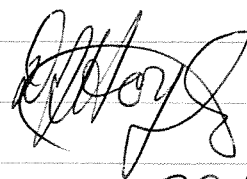
Yours sincerely



Don Hoyle
Treasurer
Sutton Hill Village Green Community

SUTTON HILL VILLAGE GREEN APPLICATION.

THE NEIGHBOURHOOD OF SUTTON HILL IS SHOWN IN BLUE ON THE ACCOMPANYING MAP, LIES WITHIN THE CUCKOO OAK WARD OF MADELEY PARISH COUNCIL AND TELFORD AND WREKIN BOROUGH COUNCIL AND IS ADMINISTERED BY BOTH AUTHORITIES, IN DETAIL THE NEIGHBOURHOOD COMPRISES OF ALL OF THE HOUSING AT SUTTON HILL WITHIN THE RING ROAD OF SUTTON WAY INCLUDING THE RETAIL AND COMMUNAL CENTRE ALSO INCLUDED TO THE SOUTH OF THE MAIN HOUSING AREA MENTIONED ABOVE ARE SEVERAL SMALLER HOUSING AREAS COMPRISING OF 'THE FOXES' WHICH ARE ALONGSIDE REYNARDS COPPICE, PUNTA VERDE ALONGSIDE GREAT HAY DRIVE AND GOLFSIDE HOUSING ON CARNOUSTIE DRIVE, GLENEAGLES, TRCOON WAY, STOKESAY WAY AND STRETTON WAY/CLOSE.



29/3/2010.

Commons Act 2006: Section 15

Application for the registration of land as a Town or Village Green

Official stamp of registration authority indicating valid date of receipt:

Application number:

COMMONS ACT 2006.....

Register unit No(s):

**BOROUGH OF TELFORD & WREKIN
REGISTRATION AUTHORITY**

VG number allocated at registration:

RECEIVED

DATE: 30 APR 2009

(CRA to complete only if application is successful)

Applicants are advised to read the 'Guidance Notes for the completion of an Application for the Registration of land as a Town or Village Green' and to note the following:

- All applicants should complete questions 1–6 and 10–11.
- Applicants applying for registration under section 15(1) of the 2006 Act should, in addition, complete questions 7–8. Section 15(1) enables any person to apply to register land as a green where the criteria for registration in section 15(2), (3) or (4) apply.
- Applicants applying for voluntary registration under section 15(8) should, in addition, complete question 9.

Note 1
Insert name of registration authority.

1. Registration Authority

To the

Telford + Wrekin Council
Civic Offices
Telford TF3 4WZ

Note 2

If there is more than one applicant, list all names. Please use a separate sheet if necessary. State the full title of the organisation if a body corporate or unincorporate.

If question 3 is not completed all correspondence and notices will be sent to the first named applicant.

Note 3

This question should be completed if a solicitor is instructed for the purposes of the application. If so all correspondence and notices will be sent to the person or firm named here.

2. Name and address of the applicant

Name:

Full postal address:

Postcode

Telephone number:
(incl. national dialling code)

Fax number:
(incl. national dialling code)

E-mail address:

3. Name and address of solicitor, if any

Name:

Firm:

Full postal address:

Post code

Telephone number:
(incl. national dialling code)

Fax number:
(incl. national dialling code)

E-mail address:

Note 4

For further advice on the criteria and qualifying dates for registration please see section 4 of the Guidance Notes.

** Section 15(6) enables any period of statutory closure where access to the land is denied to be disregarded in determining the 20 year period.*

4. Basis of application for registration and qualifying criteria

If you are the landowner and are seeking voluntarily to register your land please tick this box and move to question 5.

Application made under **section 15(8)**:

If the application is made under **section 15(1)** of the Act, please **tick one** of the following boxes to indicate which particular subsection and qualifying criterion applies to the case.

Section 15(2) applies:

Section 15(3) applies:

Section 15(4) applies:

If **section 15(3) or (4)** applies please indicate the date on which you consider that use as of right ended.

If **section 15(6)*** applies please indicate the period of statutory closure (if any) which needs to be disregarded.

5. Description and particulars of the area of land in respect of which application for registration is made

Name by which usually known:

Known by various names including Sutton Hill Farm, The Green, Woods Green, Chelford Park, Great Hay and Sutton Way

Location:

Land either side of Sutton Way, Telford - located on one side between Southfield and Southgate underpass and on the other side between Stokesay footpath and Southgate underpass and incorporating

the woodland walk between Punta Verde and Roxes/ Shown in colour on the map which is marked and attached to the statutory declaration. Reynolds' Coppice housing estates.

map A - green shaded area
Common land register unit number (if relevant) *

Note 5

The accompanying map must be at a scale of at least 1:2,500 and show the land by distinctive colouring to enable it to be clearly identified.

* Only complete if the land is already registered as common land.

Note 6

It may be possible to indicate the locality of the green by reference to an administrative area, such as a parish or electoral ward, or other area sufficiently defined by name (such as a village or street). If this is not possible a map should be provided on which a locality or neighbourhood is marked clearly.

6. Locality or neighbourhood within a locality in respect of which the application is made

Please show the locality or neighbourhood within the locality to which the claimed green relates, either by writing the administrative area or geographical area by name below, or by attaching a map on which the area is clearly marked:

Locality of Sutton Hill
Neighbourhood map with blue boundary
attached map B

Tick here if map attached:

7. Justification for application to register the land as a town or village green

Note 7

Applicants should provide a summary of the case for registration here and enclose a separate full statement and all other evidence including any witness statements in support of the application.

This information is not needed if a landowner is applying to register the land as a green under section 15(8).

See separate sheets (attached)

APPLICATION FOR VILLAGE GREEN AT SUTTON HILL, TELFORD

Form 44 Section 7

Justification for application to register the land as a Village Green

The application is for land at Sutton Way, Sutton Hill, Telford to be classified as a Village Green. The 'claimed land' is located either side of Sutton Way – between Southfield and Southgate underpass on one side and between Stokesay Way footpath and Southgate underpass on the other incorporating the woodland walk between the Foxes/Reynards Coppice and Punte Verde housing estates.

The application is made by the Sutton Hill Village Green Community which was established on 1 March 2009. The Sutton Hill Village Green Community is a voluntary body with officers elected at a public meeting. Its aims and objectives are: 'To safeguard and promote the land at the junction of Sutton Way and Great Hay Drive, Telford as a community asset and apply to have the site classified as a Village Green for the benefit of local residents and future generations.'

The 'claimed land' has been called by various names over the years including Sutton Hill Farm, The Green, Woods Green, Chelford Park, Great Hay and Sutton Way. It has been used by several generations as public land without restriction. Residents have used different parts of the land and for purposes of clarification the land has therefore been subdivided into six main areas in order that residents can identify which areas they have used most frequently.

As the closest amenity space to several residential areas in Sutton Hill (Sutton Hill, Foxes/Reynards Coppice, Punte Verde, Great Hay, Shakespeare Way and Stokesay/Sutton Heights housing estates) the land has been used for a wide variety of activities over many years. In the 1970's and 1980's bonfires and firework parties were held regularly held here. There are open spaces surrounded by trees and bushes used by children for informal games such as football, cricket, rounders and other ball games, kite-flying, conkers, frisbees, making dens, bike-riding, hide and seek and in winter snowballing, sledging etc. There is also a playground for younger children incorporating a slide, swings etc – in all dozens of children use the area on a daily basis.

Adults tend to use the area for walking/rambling and dog walking in particular. The 'claimed land' is criss-crossed by both formal and informal footpaths and includes a woodland walk between the Foxes/Reynards Coppice and Punte Verde housing estates. Several dozen people use the area for walking/dog walking daily.

Other activities undertaken on the site include bird watching, investigation of flora and fauna, wild fruit picking (particularly blackberries), and family nature walks. More formal nature studies are undertaken twice weekly by classes at the local Alexander Fleming School and part of the area has recently been classified as a Forest School.

Conclusion

The area is in constant daily use by dozens of local residents for a wide variety of activities and has been for well in excess of 30 years. There is no record of people being required to seek permission for use of the land. There is no record of the land being fenced.

Local residents are concerned about the possibility of unsympathetic development on the 'claimed land' and wish to register it as a Village Green. It is felt that this would not only help to protect this special environment but provide greater opportunity to encourage development of the site for local residents such as establishing a children's forest, additional local planting, the creation of a bird hide and other schemes and events sympathetic with a Village Green location.

End

Note 8

Please use a separate sheet if necessary.

Where relevant include reference to title numbers in the register of title held by the Land Registry.

If no one has been identified in this section you should write "none"

This information is not needed if a landowner is applying to register the land as a green under section 15(8).

8. Name and address of every person whom the applicant believes to be an owner, lessee, tenant or occupier of any part of the land claimed to be a town or village green

① Homes + Communities
② Telford + Wrekin Council
③ Q Hotels

9. Voluntary registration – declarations of consent from 'relevant leaseholder', and of the proprietor of any 'relevant charge' over the land

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Note 9

List all such declarations that accompany the application. If none is required, write "none".

This information is not needed if an application is being made to register the land as a green under section 15(1).

10. Supporting documentation

A number of evidence questionnaires are to be submitted to support the application

Note 10

List all supporting documents and maps accompanying the application. If none, write "none"

Please use a separate sheet if necessary.

Note 11

If there are any other matters which should be brought to the attention of the registration authority (in particular if a person interested in the land is expected to challenge the application for registration). Full details should be given here or on a separate sheet if necessary.

Note 12

The application must be signed by each individual applicant, or by the authorised officer of an applicant which is a body corporate or unincorporate.


11. Any other information relating to the application

This application is made on behalf of the local community by the Sutton Hill Village Green Community, a voluntary body set up for this purpose of which I am treasurer

Date:

29 April 2009

Signatures:



REMINDER TO APPLICANT

You are advised to keep a copy of the application and all associated documentation. Applicants should be aware that signature of the statutory declaration is a sworn statement of truth in presenting the application and accompanying evidence. The making of a false statement for the purposes of this application may render the maker liable to prosecution.

Data Protection Act 1998

The application and any representations made cannot be treated as confidential. To determine the application it will be necessary for the registration authority to disclose information received from you to others, which may include other local authorities, Government Departments, public bodies, other organisations and members of the public.

Statutory Declaration In Support

To be made by the applicant, or by one of the applicants, or by his or their solicitor, or, if the applicant is a body corporate or unincorporate, by its solicitor, or by the person who signed the application.

¹ Insert full name (and address if not given in the application form).

Donald Joseph
1.....Hayle.....¹ solemnly and sincerely declare as follows:—

² Delete and adapt as necessary.

1.² I am ((the person (one of the persons) who (has) (have) signed the foregoing application)) ((the solicitor to (the applicant) (³ one of the applicants)).

³ Insert name if Applicable

2. The facts set out in the application form are to the best of my knowledge and belief fully and truly stated and I am not aware of any other fact which should be brought to the attention of the registration authority as likely to affect its decision on this application, nor of any document relating to the matter other than those (if any) mentioned in parts 10 and 11 of the application.

3. The map now produced as part of this declaration is the map referred to in part 5 of the application.

⁴ Complete only in the case of voluntary registration (strike through if this is not relevant)

~~4.⁴ I hereby apply under section 15(8) of the Commons Act 2006 to register as a green the land indicated on the map and that is in my ownership. I have provided the following necessary declarations of consent.~~

~~(i) a declaration of ownership of the land,
(ii) a declaration that all necessary consents from the relevant leaseholder or proprietor of any relevant charge over the land have~~

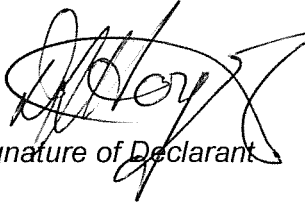
Cont/

4 Continued


~~been received and are exhibited with this declaration; or
(iii) where no such consents are required, a declaration to that effect.~~

And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the Statutory Declarations Act 1835.

Declared by the said)
Don Hoyle.)
at 7 Stokesay Fore)
Sutton Heights)
Telford)
this 29th day of April 2009.)


Signature of Declarant

Before me * ROBERT WOLSTENHOLME

Signature: 

Address: As above.

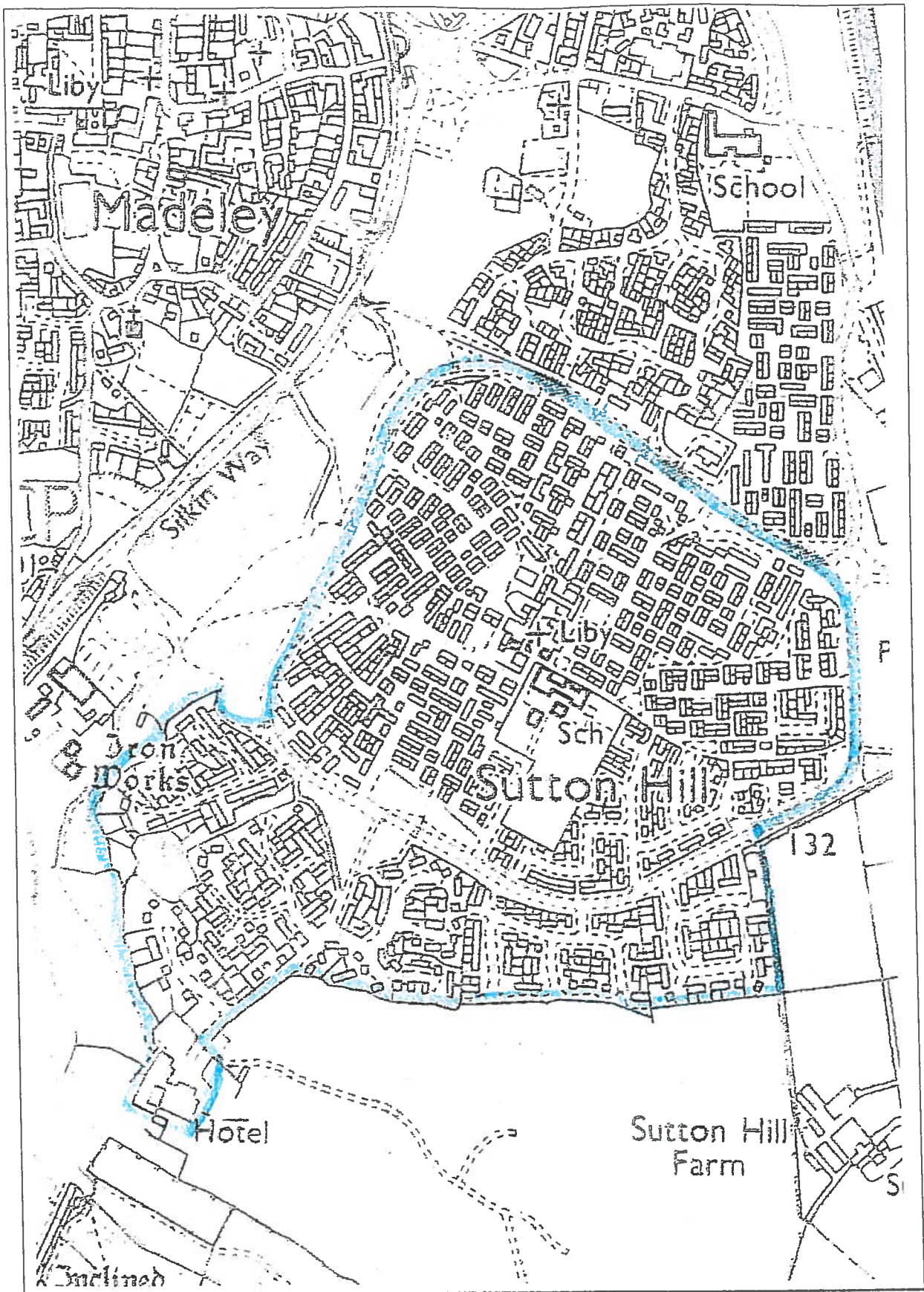
Qualification: Justice of the Peace.
Telford - South Shropshire.

* The statutory declaration must be made before a justice of the peace, practising solicitor, commissioner for oaths or notary public.

Signature of the statutory declaration is a sworn statement of truth in presenting the application and accompanying evidence.

REMINDER TO OFFICER TAKING DECLARATION:

Please initial all alterations and mark any map as an exhibit



MAP B: APPLICATION FOR VILLAGE GREEN AT SUTTON HILL, TELFORD
Sutton Hill Village Green Community

This is the exhibit marked 'A'
referred to in the Statutory Declaration
of Don Joseph Hoyle made this
date of 29 April 2009 before me

Sign . R. W. WASTENHOLME . . .

Name . R. WASTENHOLME . . .

Address . 7 STOKESAY FORD
SUTTON HEATHS

TEL FORD, TF7 4QA

Qualification . Justice of the Peace (JP)
Telford - South Shropshire

This is the exhibit marked 'B'
referred to in the Statutory Declaration
of Jon Joseph Hoyle made this
date of 29 April 2009 before me

Sign . . . R. WORSTENHOLME

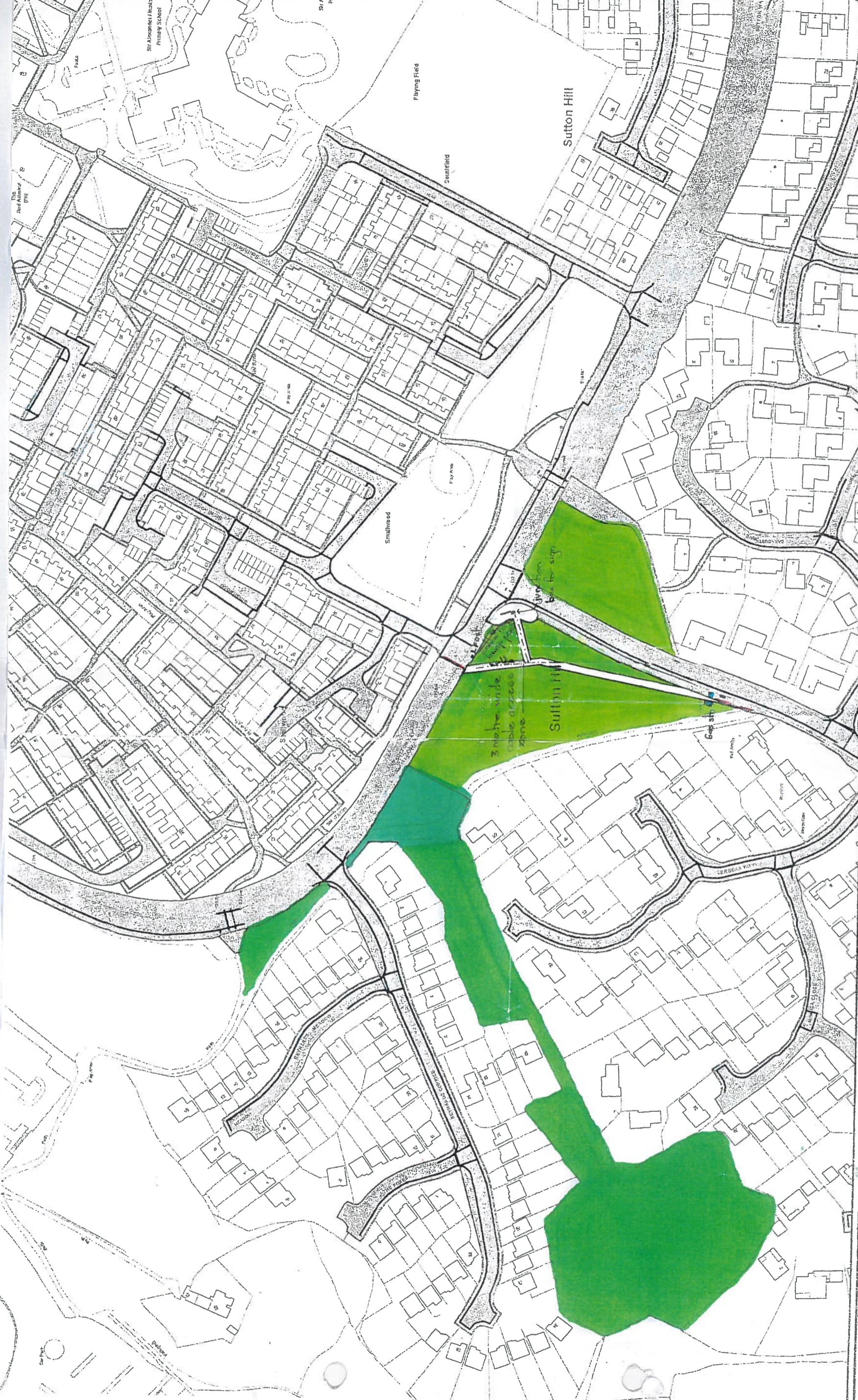
Name . R. WORSTENHOLME

Address . 7 STOKESAY FORD .

. . . SUTTON HEIGHTS

. . . TELFORD . TF7 4PA

Qualification . Justice of the Peace (JP)
Telford & South Shropshire.



Key


- Q. Hotels Group
- Homes and communities agency
- Borough of Telford & Wrekin

Scale: 1:1250
 Date: 27/01/2011
 Drawn By: ARC/DH

Title: Sutton Hill - Village Green Land.

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Borough of Telford & Wrekin
 Darby House
 Lawn Central
 Telford
 TF3 4LB



Telford & Wrekin
 COUNCIL



Telford & Wrekin Council

Licensing Committee – 16th January 2013

Consideration to licence a Peugeot E7 as a Hackney Carriage Vehicle.

Report of: Service Delivery Manager Public Protection.

1. Purpose

- 1.1 For Members to consider whether to licence a Peugeot E7 as a Hackney Carriage Vehicle.

2. Recommendations

- 2.1 **To consider the findings of the ‘Working Panel’ and to determine whether to include the Peugeot E7 on the Council’s approved list of licensed Hackney Carriage Vehicles.**

3. Summary

- 3.1 After an extensive consultation with the taxi trade and other affected organisations, Members of the Licensing Committee approved a report on 2nd October 2012 which agreed to consider licensing other purpose-built vehicles as a Hackney Carriage Vehicle.
- 3.2 A ‘Working Panel’ was then formally set up with the purpose of inspecting vehicles. Where applications are received for a vehicle to be included on the approved list, the results of any inspections are then to be brought back before Members for consideration.

4. Previous Minutes

- 4.1 LC-14 – 02/10/2012

5 Information

5.1 Background

- 5.1.1 On 2nd October 2012 Members of the Licensing Committee resolved to amend the wording of a specific condition relating to types of Hackney Carriage Vehicles. This was then implemented as to type of vehicle by way of an approved list.

5.1.2 With the agreement of the Members, a 'Working Group Panel' was created to inspect vehicle types.

5.1.3 This 'Panel' consists of the following members:-

- Members of the Licensing Committee
- Public Protection Team Leader
- Licensing Officer
- Hackney Carriage Association
- Garage Technician from TWS
- Fleet Services Officer from Telford & Wrekin Council
- Representatives from Disability Groups.

5.1.4 On 20th November 2012, the Public Protection Team Leader received correspondence from Allied Vehicles Group requesting consideration to licence a Peugeot E7 as a Hackney Carriage Vehicle. The email is attached as **Appendix 1**.

5.1.5 On 11th December 2012, the 'Panel' met to examine the Peugeot E7 and to consider its suitability for licensing as a Hackney Carriage. Details of the vehicle and its specification are attached as **Appendix 2**.

5.1.6 All parties were present at the inspection except a representative from the disability groups. All parties agreed that this was unfortunate as their opinion was vital in order to be able to make an informed decision. As a result an additional inspection has been arranged where consideration can be given to wheelchair users. Their comments will be made available to Members at the Licensing Committee.

5.1.7 All parties were provided with an Inspection Sheet. Prior to inspection, all parties were informed that the Inspection Sheet was provided merely as a guide to assist the 'Panel' in its determination. A copy of the Inspection Sheet is attached as **Appendix 3**.

5.1.8 After inspecting the Peugeot E7 all Inspection Sheets were collated and their comments are attached as **Appendix 4**.

5.2 Equal Opportunities

5.2.1 A Community Impact Assessment has been carried out relating to the type of vehicles licensed as a Hackney Carriage by Telford & Wrekin Council and is attached at **Appendix 5**.

5.3 Environmental Impact

5.3.1 Not applicable for the purposes of this report.

5.4 Legal Comment

- 5.4.1 Section 47(1) of the Local Government (Miscellaneous Provisions) Act 1976 allows the council to attach to the grant of hackney carriage licences such conditions as it may consider reasonably necessary.
- 5.4.2 The relevant condition of licence says that the proprietor shall ensure that the hackney carriage vehicle shall only be of a type approved for hackney carriage use by the council, namely a purpose built vehicle built to carry up to eight passengers with factory fitted seat belts and an engine capacity not less than 1600cc, such hackney carriage vehicles to be approved by way of a list that will specify as many different types of vehicle as possible.
- 5.4.3 The Working Group Panel considers the suitability of each hackney carriage vehicle by way of inspection and reports its findings to the Licensing Committee for their consideration in relation to the application.

5.5 Links with Corporate Priorities

- 5.5.1 This report has links to the following priorities :

To Protect and Support our Vulnerable Children and Adults
To Protect and create jobs as a “Business Supporting, Business Winning Council”

5.6 Financial Comment

- 5.6.1 To Follow

5.7 Risks and Opportunities

- 5.7.1 In proposing this action the Corporate Risk Management Methodology has been complied with. This approach is not intended to eliminate risks but to identify the risks and manage them. However not all risks can be managed all of the time and some risks may not have been identified.
- 5.7.2 The following key risks and opportunities associated with this action have been identified and assessed and arrangements will be put in place to manage them.
- (i) The Council being unable to successfully defend an Appeal to the Magistrates Court as well as (and after) to the Crown Court and the financial risks of the costs of an Appeal.

6. Ward Implications

- 6.1 Borough Wide Implications

7. Background Papers

- 7.1.1 Town Police Clauses Act 1847
7.1.2 Local Government (Miscellaneous Provisions) Act 1976
7.1.3 Human Rights Act 1998.
7.1.4 Road Traffic Act 1988
7.1.5 Public Service Vehicle Accessibility Regulations 2000
7.1.6 Equality Act 2010

- 7.1.7 Department for Transport's Guidance to Local Authorities on the Equality Act 2010.
- 7.1.8 Road Vehicle (Construction and Use) Regulations 2003
- 7.1.9 Telford & Wrekin Council's Conditions of Licence for Hackney Carriages.

Report prepared by: Carl Phillips, Licensing Technical Officer, Public Protection – Darby House. Tel: 01952 383267

Fisher, Suzanne

Subject: FW: Peugeot E7

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

From: Simon Guilliat

Sent: 20 November 2012 14:09

To: Fisher, Suzanne

Subject: Peugeot E7

Dear Suzanne

I would like make an application to license the Peugeot E7 as a Hackney Carriage in Telford, there is a link to the vehicle below.

http://www.cabdirect.com/vehicles/new_e7/

If you need any more information please do not hesitate to ask.

Many thanks

Simon Guilliat

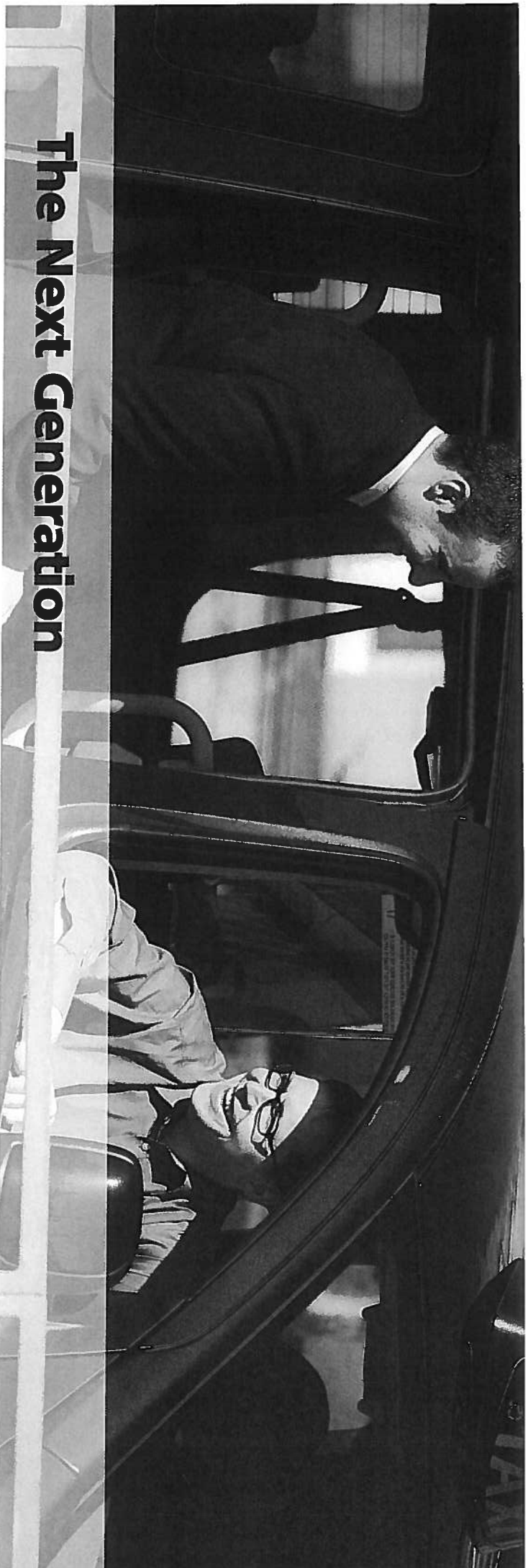
Allied Vehicles

The information in this e-mail is confidential. The contents may not be disclosed or used by anyone other than the addressee. If you are not the intended recipient, please notify the sender immediately by reply e-mail and delete this message. Allied Vehicles cannot accept any responsibility for the accuracy or completeness of this message as it has been transmitted over a public network.

Allied Vehicles is authorised and regulated by the Financial Services Authority.

For details of our products and services please visit our website at

www.alliedvehiclesltd.com



The Next Generation

The purpose-built E7™ has already revolutionised the UK's hackney taxi market. Now Cab Direct and Peugeot bring you a new generation, tailor-made for the professional taxi driver with the latest in Euro 5 diesel technology under the bonnet.

For more information or to arrange your free, no-obligation test drive telephone **0800 587 9630**, email info@cabdirect.com or visit www.cabdirect.com. We look forward to meeting you.

EURO 5

**Now Available in
Auto or Manual**



Purpose-built Taxi

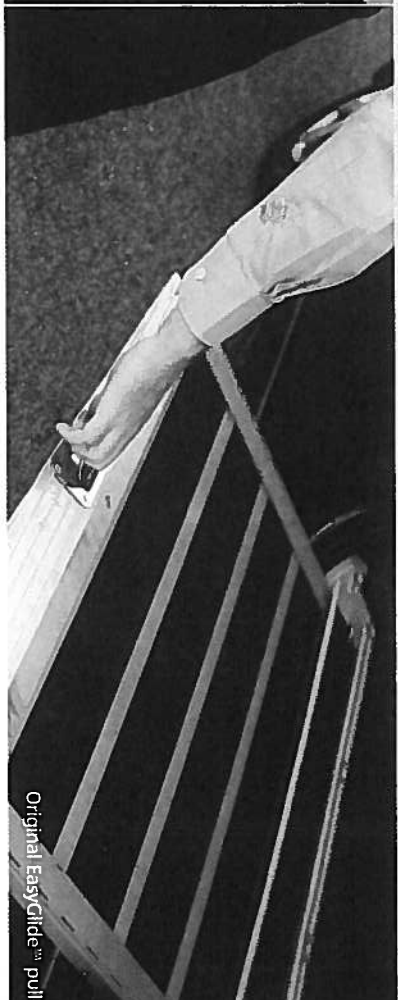
Think Smart, Think **E**



Six-seat passenger compartment



Protective bumpers with integral systems

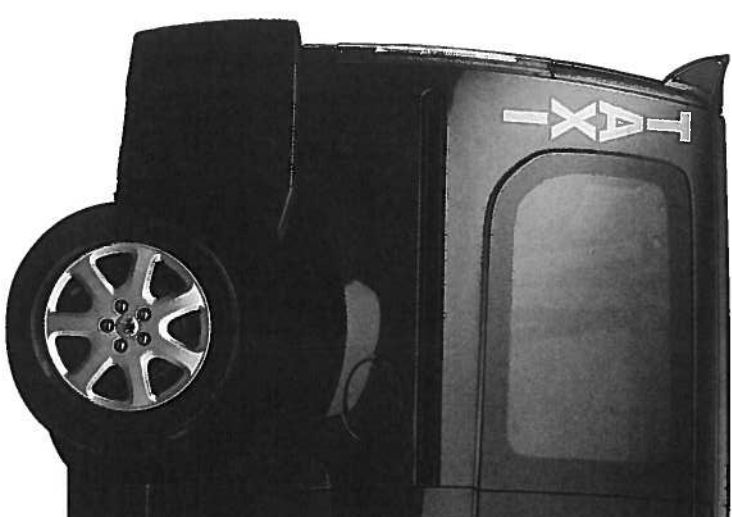


Original EasyGlide™ pull

Development

A £473 million development programme has created the ideal combination of engine, clutch and gearbox, designed and tested in tandem with the E7's high-strength monocoque vehicle body. Modern design excellence is carried through to the superb driving position, high impact partition screen and comfortable rear passenger compartment to complete the ideal hackney taxi.

Side rubbing strips and large, multi-section bumpers provide vital protection against minor bumps and scrapes. And unlike many other taxis, the E7™ comes to you with the reassurance of the highest possible standard of safety testing – European Whole Vehicle Type Approval (Type Approval number e11*2001/116*0315).



Drive in Style

Dash-mounted Intercom



When your vehicle is your workplace, comfort and convenience are certain to be high on your list of requirements. Which is exactly why E7™ offers a new dimension in driver benefits.

Comfort Cab

Inspired vehicle design has created even greater driver comfort. The carefully sculpted driver's seat comes with active, pump-action height and tilt adjustment which, combined with steering column adjustment, allow you to create your optimum driving position. E7's top-specification driver's seat even provides additional lumbar support – perfect for anyone who spends long hours behind the wheel. In addition the low, one-step well is also ideal for anyone who gets in and out of the cab several times a day.

FareAssist™ quick release door system



Overhead storage compartments





Electric one-touch windows, multi-function heater and air conditioning -- all as standard features -- mean you're sure to find the right working temperature, whatever the weather. The in-built CD/radio comes with remote controls, handily located on the steering column. You can even choose to play front and rear speakers or switch to front only, so you can enjoy your favourite music while your passengers chat amongst themselves. Plus, for even greater convenience, the E7™ taxi now also features our unique new FareAssist™ quick release door system. This means you can unlatch your passenger doors at the touch of a button.

Storage Space

You'll also find numerous storage areas for the daily essentials of the

Driveability

Think Smart, Think **E**



Six-speed Peugeot auto gearbox

**Now Available in
Auto or Manual**

Quite simply E7™ drives like a dream. Numerous independent road tests have highlighted the vehicle's superb all-round vision, manoeuvrability and handling.

The raised driver position plus large area windscreen and side windows create exceptional visibility, especially useful in busy traffic. Similarly the large area tailgate window provides enhanced rear visibility which, together with superb full-size wide angle door mirrors, will make your life as easy as possible. Add to this Peugeot's latest electro hydraulic speed-sensitive power-steering and the legendary responsiveness of the HDi engine and you have a nimble and manoeuvrable cab that's ideal for the busiest traffic conditions.



Speed sensitive power

Now, for the first time, you also have the choice of Peugeot's easy action six-speed gearbox or the all-new, fully automatic option -- so smooth you'll scarcely know you've changed gear.



Passenger Comfort



E7's spacious passenger compartment promises your customers a relaxing journey, every fare.

Excellent road-holding and modern suspension guarantee passengers a flat and comfortable ride. Inside, comfortable facing seating accommodates six passengers in the rear compartment. Plus, with the addition of our new soft-sit rear tip up seats, your customers will now enjoy even greater comfort levels. Finished to the highest quality using proven, hard-wearing material, the passenger area also benefits from separately controlled heating. Similarly the dash-mounted EasyTalk™ two-way intercom – uniquely designed for the E7™ with variable audio control – makes communication easy. Business passengers can even plug in their laptop as they enjoy the journey.



Bags of Space

Whether it's hotels, train stations or airport runs, today's passengers often come with plenty of luggage. Which is why E7™ brings you an amazing 70% more luggage space. Even better, the celebrated EasySlide™ rear seat enables you to create even more room for loading cases out of harm's way. For added storage choose an additional luggage pen up front, beside the driver. You also have the option of the E7™ Plus, with even greater luggage room – ideal for regular airport fares.

Safety Zone

Sadly, protection from violence against taxi drivers is becoming ever more important. The steel reinforced partition features a high-impact protection screen tested to European standards. The driver can also choose added security by locking both front doors while the rear doors remain open for passengers.

Access for All



Taxis provide a vital component of the UK's public transport network. Disabled people in particular often depend on taxis to get about, which is why E7™ raises standards in accessibility for disabled passengers. Options include induction loops for the hard of hearing, while all E7's are fully wheelchair accessible.

Easy does it

Manual or cab-operated electric side-steps, together with high-visibility grab handles and floor edging assist passenger entry and exit, while both rear and tip-up seats are ergonomically designed for ease of use. E7's wide doorway is a bonus for wheelchair users in particular. You also have a choice of wheelchair ramps, depending on the model, including the revolutionary EasySlide™ pull-out ramp – even lighter, even quicker and even easier to use.

Wheelchair Security

Once inside the vehicle, the larger flat-floor area and improved headroom make manoeuvring the wheelchair into the correct travelling position so much easier than in other hackney cabs. Quick-attach restraints make securing the wheelchair as easy as possible and the wheelchair passenger is also secured by a full lap-and-diagonal seatbelt. Both wheelchair and occupant restraints have been tested to the highest standards ever achieved in a UK taxi.

Features & Options



Sliding rear seat



FareAssist™ quick release door system



Increased luggage space



New higher-visibility LED taxi sign

Purpose-built for the taxi trade, E7™ is designed and built with a host of modern features to benefit you and your passengers.

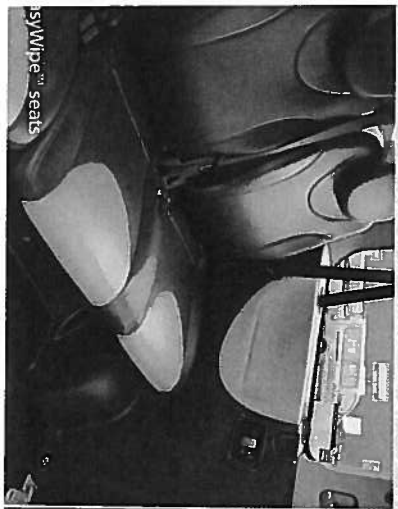
All models are also available in the longer E7™ Plus for even more luggage space.

Standard Features

Taxi Features
Full high-impact protection partition screen
Pay tray with cash tray
Separate locking of front or all doors (driver controlled)
Motion-activated automatic door locking
Full wheelchair access
Two-way intercom with dashboard integrated on/off, front/rear & volume controls
Front high-visibility LED taxi sign
Rear high-visibility LED 'doors opening' signs
Separately controlled rear saloon heater
Easy/Slide™ rear seat for additional luggage space
Separately controlled rear saloon heater
FareAssist™ quick release door system
Comfort & Convenience
Athermic windscreen
Variable power assisted steering
One-touch electric front windows
Electrically adjustable & heated door mirrors

2-speed + intermittent front wipers
Heated rear window with wiper
Height & reach adjustable steering wheel
Active, pump-action height and tilt adjustable driver seat
Lumbar support adjustment for driver's seat
4-speed heater
Air conditioning
Full headlining
High-quality, hard-wearing 'leisure' seat covers throughout
Centre console with storage bin
Overhead, dash & under seat storage
Door pockets with drinks holders
Dash-mounted cup-holder
Distance to next service indicator
Remote headlamp adjustment from fascia
Entertainment
Stereo radio / CD
Automatic cut-out for radio / CD when intercom activated
Steering wheel remote controls for radio / CD

Interior Features
Locaste velour trim in front and rear (EasyWipe on X5 model)
Speedometer
Rev counter
Front & rear courtesy lights
12V charging sockets on dashboard & in rear compartment
Business card / parking ticket holder
Exterior Features
Rear tailgate with heated window & wiper
Full size spare wheel
Part colour coded bumpers & door mirrors
16 inch steel wheels (alloy wheels on X5 model)
Front & rear fog lights
Side rubbing strips
Rear spoiler with 'doors opening' sign
Access Features
Manual side step, or new, increased power, twin drive, electric side step (electric step controlled from driver cab & self-retracting on handbrake release)



EasyWipe™ seats



New increased power, twin drive electric side step



Digitax taxi meter



Alloy wheels

Self-retracting wheelchair restraints
Lap & diagonal three-point seat belt for wheelchair passenger
Wider entrance door & access ramp
Large flat-floor area for turning & restraining wheelchair
Option of forward facing stance for some wheelchairs
Safety
ABS with emergency brake assist
Anti-rollover control
Height adjustable 3-point pre-tensioner front seat belts
Front & side driver airbags
Front passenger airbag
Height adjustable head restraints on all seats
Collapsible steering column in event of accident
Automatic fuel cut-off in event of accident
Autolock™ rear passenger door controls
Driver security lock for passenger doors
Indicator-activated rear door locks
ISOFIX mounting system
Security
Flip remote control central locking
Deadlocks
Lockable glove box

Warranty & Breakdown Cover*
2 years unlimited mileage Peugeot warranty
2 years additional components warranty
5 years unlimited mileage engine warranty
1 year AA cover (3 with XS model)

Optional Features
Fully colour coded front & rear bumpers
Front flip seat
Metallic paint
Twin running boards
Electric side step
Twin electric side steps (Standard with XS model)
Twin telescopic ramps
One-piece folding ramp
EasySlide™ under-floor ramp
EasyAssist™ electric wheelchair winch
Forward-facing wheelchair restraints (SE and XS only)
Ready-calibrated Digitax taxi meter
Coin dispenser
Satellite navigation
Rear parking sensor
16" alloy wheels
Mud flaps

Wood dash kit
Wind deflectors
Front luggage pen (in place of standard front passenger seat)
Additional boot courtesy light
EasyWipe™ seat covers
3 years AA cover
CabSafe™ onboard CCTV system
Driver's carpet mat
First aid kit
Fire extinguisher
Supagard professional vehicle protection
Ultrasal tyre life extender
Hearing Induction loop
Chrome side and rear kickplates
Additional floor level lighting
EVO style pack – colour coded driver compartment, flip-up surrounds and rear EasyWipe™ seats, chrome side and rear kickplates, additional floor level lighting

*Terms and conditions apply.

Technical Specification

Model	130 PS HDI Manual	163 PS HDI Auto
Engine		
Emission standard	Euro 5	
Fuel type	Diesel	
Fuel system	Common rail direct injection	
Cubic capacity	1997	
Cylinders / valves	4 / 16	
Maximum power bhp @ rpm	128@3,500	163@3750
Maximum power kW @ rpm	94@3,500	120@3750
Maximum torque lb ft @ rpm	236@2,000	236@2000
Maximum torque Nm @ rpm	320@2,000	340@2000
Transmission		
Type	6-speed	
Driven wheels	Front	
Braking		
Front	Ventilated disc	
Rear	Solid disc	
ABS	Bosch 4-channel anti-lock braking system	
Assistance	Emergency Brake Assist	
Steering		
Power assistance	Electro-hydraulic variable assistance	

Model	130 PS HDI Manual	163 PS HDI Auto
Suspension		
Front	Independent pseudo MacPherson-type with lower wishbone & anti-roll bar	
Rear	Semi-deformable axle with offset Panhard rod & coil springs	
Fuel Tank		
Capacity (litres)	80	
Electrical		
Alternator	180Ah	
Battery	800A	
Body		
Vehicle shell	Monocoque integral body shell	
End of Life		
EC Directive	Complies with EC vehicle end-of-life directive	
Fuel Consumption (mpg)		
Urban mpg	37.1	31.3
Extra urban	47.0	41.5
Combined	42.8	37.1
Emissions		
Carbon dioxide (g/km)	172	199

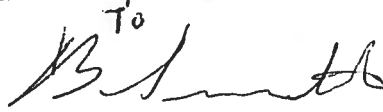
Model	130 PS HDI Manual	163 PS HDI Auto
Emissions (cont.)		
Carbon monoxide (g/km)	0.351	0.212
Regulated emission (Nox) standard (g/km)	0.188	0.229
Regulated emission (HC + Nox) standard (g/km)	0.230	0.253
Particulates (g/km)	0.001	0.003
Service Intervals		
Recommended mileage	12,500	
Weights (KG)	Standard	Plus
Kerb weight	1901	1911
Gross vehicle weight	2780	2950
Dimensions (mm)	Standard	
Overall length	4806	5136
Overall width (inc door mirrors)	2176	2176
Overall width (door mirrors folded)	1968	1968
Overall height (maximum)	1934	1936
Wheelbase	3000	
Seating		
Passenger seats (rear)	6	
Passenger seat (front)	1 (optional)	

CARL PHILLIPS

HACKNEY CARRIAGE INSPECTION FORM							
VEHICLE DETAILS: MAKE							
MODEL:			PEUGEOT				
COLOUR:			BLACK				
REGISTRATION NUMBER:			5JG2EHR				
MILEAGE READING:							
NAME OF OWNER:			S. GUILLET				
INTERIOR CHECKS							
				V.GOOD	GOOD	AVERAGE	POOR
SEAT BELTS			✓				
SECURITY OF SEATS AND FIXINGS			✓				
SEAT DIMENSIONS			✓				
LOCK, DOOR HANDLES					✓		
UPHOLSTERY					✓		
DRIVER FIELD OF VISION					✓		
WINDOWS, OPERATION					✓		
DRIVER FIELD OF VISION					✓		
MIRROR					✓		
HORN					✓		
FLOOR COVERINGS					✓		
INTERIOR CLEANLINESS					✓		
PARTITION SCREEN					✓		
HEIGHT RESTRICTIONS							0.95
MANEUVERABILITY					✓		
EXTERIOR CHECKS							
FRONT LAMPS, INDICATORS					✓		
REAR LIGHTS inc FOG LIGHTS					✓		
WHEELS, TYRES					✓		
DOORS, LOADING DOORS					✓		
RAMPS (WIDTH, LENGTH & FIXINGS)							
SPARE WHEEL & JACK							
ANY DEFECTS NOTED DURING INSPECTION							
1	NONE						
2							
3							
4	SWIVEL SEAT			✓			
	RAMP BUILT IN TO HC UNLESS LONG TR						
	STEPS BOTH SIDES.			✓			
COST	£25,000 - £30,000						

FOR THE ATTENTION OF CARL PHILIP

HACKNEY CARRIAGE INSPECTION FORM							
VEHICLE DETAILS: MAKE							
MODEL:							
COLOUR:							
REGISTRATION NUMBER:							
MILEAGE READING:							
NAME OF OWNER:							
INTERIOR CHECKS				V.GOOD	GOOD	AVERAGE	POOR
SEAT BELTS						✓	
SECURITY OF SEATS AND FIXINGS						✓	
SEAT DIMENSIONS						✓	
LOCK, DOOR HANDLES						✓	
UPHOLSTERY						✓	
DRIVER FIELD OF VISION						✓	
WINDOWS, OPERATION						✓	
DRIVER FIELD OF VISION						✓	
MIRROR					✓		
HORN					✓		
FLOOR COVERINGS					✓		
INTERIOR CLEANLINESS					✓		
PARTITION SCREEN							
HEIGHT RESTRICTIONS				ROOF	TOO	LOW	✓
MANEUVERABILITY							✓
EXTERIOR CHECKS							
FRONT LAMPS, INDICATORS					✓		
REAR LIGHTS inc FOG LIGHTS					✓		
WHEELS, TYRES					✓		
DOORS, LOADING DOORS							
RAMPS (WIDTH, LENGTH & FIXINGS)							✓
SPARE WHEEL & JACK					✓		
ANY DEFECTS NOTED DURING INSPECTION							
1	REAR FLOOR TOO HIGH OFF THE GROUND						
2	STEP TOO LOW						
3	REAR SEATS TOO HARD						
4	I AM NOT CERTAIN WHETHER BOTH STEPS COME OUT AT SAME TIME BUT IF THEY DO IT IS DANGEROUS FOR ANYBODY WALKING PAST THE OTHER SIDE OF THE VEHICLE. BUT THERE WAS NO WHEELCHAIR PRESENT WE NEED ANOTHER DEMONSTRATION WITH WHEELCHAIRS PRESENT. IN OUR OPINION THE ET IS NOT NEEDED OR WANTED IN THIS TOWN WE ALREADY HAVE EVERY TYPE OF VEHICLE IN THIS TOWN A TRANSPORT ANY TYPE OF WHEELCHAIR.						

To
 CHAIRMAN,
 OF THE HACKNEY CARRIAGE

Community Impact Assessment

It is intended that you complete this form if you have identified a high negative impact to our communities and employees.

Sections 1 & 2 should be completed early in policy development and before any consultation/engagement activity takes place

Sections 3 & 4 should be completed before policy approval.

You will find the information from this assessment useful for the Equality Implications section of any report you are completing.

Section 1 – Overview

1. What is the title of the policy?

Review of Hackney Carriage Conditions of Licence.

2. What are the objectives of the policy? For example, what are we aiming to achieve? Please provide a brief description

The objective is to consider and consult with partners, the community and the Hackney Carriage and Private Hire trade on:

1. The Council's Hackney Carriage Condition of Licence covering the types of vehicle that can be licensed in Telford & Wrekin as a Hackney Carriage. When licensing Hackney Carriage Vehicles, Telford & Wrekin Council follow the Conditions of Fitness set by the London Carriage Office and will license purpose built hackney carriage vehicles and the Mercedes Vito. The Mercedes must have an adapted turning circle on the rear axle to allow it to be licensed. The Council is now considering whether it is more appropriate to have a wider choice of purpose built vehicles which may be licensed as Hackney Carriages in the Borough.

3. This policy affects

- Licence Holders
- People who use Hackney Carriages
- Partners

4. What period does the policy cover?

The condition of licence relating to the types of hackney carriage which this Council will licence, will be considered by Members of the Council's Licensing Committee on 5th September 2012.

5. Your contact details:

Name of person completing impact assessment and their post	Suzanne Fisher, Public Protection Team Leader
Telephone	01952 383261
Date	06 August 2012

Section 2 – Impact Assessment

a) Community Impact

1. Will the policy contribute to specific Priority Plan objective(s)?

Yes (go to Q2)

2. The Policy contributes to the following [Priority Plan objectives](#)

1. Creating a safer community

(b) Safeguard health and safety of the community

Ensure Compliance – Business/Landlord/Individual

3. Will this policy have a significant impact on any of the following groups of people? Please mark all boxes indicating whether an impact has occurred, this could be **positive** or **negative**. Mark **None** if there is no impact. Help boxes are available to assist.

People of different ages

[Helpbox - Age](#)

People with ill health or people with a disability

[Helpbox - Disability](#)

People of different gender

[Helpbox - Gender \(Sex\)](#)

People who are transgender

[Helpbox - Transgender](#)

Different racial groups

[Helpbox - Race](#)

People with different religion or beliefs

[Helpbox - Religion or Beliefs](#)

People of different sexual orientation

[Helpbox - Sexual Orientation](#)

Women who are pregnant or breast-feeding

[Helpbox -Pregnancy and Maternity](#)

People that are married or in a civil partnership

[Helpbox - Marriage or Civil Partnership](#)

People affected by deprivation

[Helpbox - people affected by deprivation](#)

Impact (X)		
Positive	Negative	None
X		
X		
X		
		X
		X
		X
		X
		X
		X

4. What is the expected impact?

People of different ages

This policy will have a positive impact on the [mobility needs of people of all ages with restricted abilities](#).

This policy will have a positive impact on young females who according to the Department for Transport Best Practice Guidance on Taxi and Private Hire Vehicle Licensing, are one of the largest groups of users of taxis and private hire vehicles. It will have a positive impact on older members of the community. As people age, the prevalence of disability increases.

People with ill health or people with a disability

The policy will have a positive impact on people with ill health or people with a disability as the review will look to widen the choice of vehicle which the Council will licence as a Hackney Carriage and will, in turn, provide a wider choice of accessible taxis to the community.

People of different gender

This policy will have a positive impact on young females who according to the Department for Transport Best Practice Guidance on Taxi and Private Hire Vehicle Licensing, are one of the largest groups of users of taxis and private hire vehicles. The equality data collected by the Licensing Service shows that 97% of licensed drivers are male and therefore, those licence holders who are the only income earner in households will have a wider choice of vehicle to choose from when purchasing a vehicle.

The review of the type of vehicle this Council will licence as a Hackney Carriage is based on Telford & Wrekin Council's continued commitment to the safety and the quality of its Hackney Carriage service.

I have no evidence which indicates that this policy will impact on the following characteristics.

People who are transgender.

People with different religion or beliefs

People of different sexual orientation

Women who are pregnant or breastfeeding

People that are married or in a civil partnership

People affected by deprivation.

5. What engagement and consultation have you already carried out?

A full consultation was carried out between 8th March 2011 and 21st June 2011 with the taxi trade, partner organisations, Councillors, Town & Parish Councils, Residents Associations, Community Associations and Disability Forums. In addition the consultation was published on the local authority website and copies were also placed in the schools and libraries within the borough.

The Council's Licensing Committee considered a report on the proposed review of the type of vehicle the Council will licence as a Hackney Carriage at public meetings on 29th March 2010 and again at a public meeting on 7th September 2011.

A further consultation has been carried out with the consultees who responded to the consultation in 2011 before the matter goes before another public meeting of the Licensing Committee on 5th September 2012.

You can contact the Community Engagement team for support – 82131

You are at the end of Section 2 - have you completed all questions in this section?

Please ensure all questions are answered and then send your information to;
Equalityanddiversity@telford.gov.uk

The Equality and Diversity Team will help you address/respond to any issues in
Section 3 – Mitigating Actions

Section 3 – Mitigating Actions

1. For any significant **negative** impacts identified in Section 2 (Questions 3 & 4), what action have you taken or will you be taking to reduce/manage these impacts?
2. For any significant positive impacts you identified in Section 2 (Questions 3 & 4) what action have you taken or will you be taking to maximise the opportunity?

If the proposed change to the condition relating to the type of vehicle which the Council will licence as a Hackney Carriage is implemented, more drivers will be trained in relation to their responsibilities under the Equality Act 2010.

- 4..The policy contributes to the following aims of the General Equality Duty;
 - **advance equality of opportunity**
 - **foster good relations between different groups**

Section 4 – Review and Monitoring

1. From what date will this policy be implemented?

Any amendments to conditions of licences resulting from the Licensing Committee hearing on 5th September 2012 will be implemented at a date to be determined by the Members of the Licensing Committee.

2. When will the actual impacts of the policy be monitored and reviewed?

The impacts of the condition of licence will be reviewed after a period of 12 months from implementation.

3. How will the actual impact of the policy be monitored and reviewed?

Any changes to the Council's conditions of licence resulting from this policy will be monitored by the Licensing Service in relation to data retained on licensed drivers and licensed vehicles on the Council's Licensing databases. This will include the numbers of drivers/vehicles licenced, the numbers of drivers receiving training and the number and nature of complaints from service users relating to drivers and/or vehicles.

Ensure that appropriate confirmation has been given by your line manager.

Line Manager/Head of Service Agreement

Community Impact Assessments will be published online and available on request. This will include the subject document, equality analysis, data sources and consultation evidence.

Please make sure that your Line Manager/Head of Service has been made aware of the content of the impact assessment and that they agree with it.

Arrange for your Line Manager/Head of Service to e-mail confirmation of agreement to; equalityanddiversity@telford.gov.uk

The Equality and Diversity team will create a summary for ease of access, please make sure that you forward any relevant documentation you have referred to with the e-mail.

Thank you conducting this Community Impact Assessment, should you have any questions please contact 01952 382104 or e-mail equalityanddiversity@telford.gov.uk