

Skem Settle Cars
Unit 2 - 11 Glebe Road
Skelmersdale
WN8 9JP
22 November, 2015

Licensing Supervisor
WLBC
Stanley Road
Skelmersdale

Dear Michaela, Please can we present a case in front of the licensing committee with regards to the acceptance of factory fitted tinted windows.

We have recently purchased A 2014 Mercedes E220 AMG Sport, which is fitted as standard with privacy glass. The reason we went for this particular model is due to the fact that we are looking to offer an executive line to our fleet. We feel we will loose out on potential work due to the fact that we are made to fit clear glass. We plan to offer this service to VIP's and company executives, who do not wish to be seen through clear glass.

All surrounding councils allow tinted windows, and I feel that as more and more manufactures are fitting it as standard we have to move with the times.

I know the council's argument is that customers feel safer with clear glass and the licensing officers can visually count the number of passengers each car has in. (as told by Mr Charlston in a previous meeting) But I feel these arguments to be both weak and unfounded. As when did the council ask the public? And if that is the case, why the councils own minibuses are fitted with tinted windows?

Sincerely,

Skem Settle Cars
Unit 2 - 11 Glebe Road
Skelmersdale
WN8 9JP
June 11, 2015

Michaela
Licensing Supervisor
WLBC
Stanley Road
Skelmersdale

Dear Michaela:

I recently had a very frustrating and extremely costly experience with licensing, it involved the refusal of a PHV license on DK62 a Citroen DS5. The grounds for the refusal are that the rear windows are of too dark a tint.

I have called Citroen and tried to purchase clear glass, but they don't make clear glass for this model of car.

The reason I chose this vehicle is to reduce the carbon footprint that my company produces. We have over 50 PHV's in the WLBC area and the majority of these are Ford Mondeo 2.0 TDCI's, these cars produce over 17.5 tonnes of CO₂e, The Citroen DS5 produce only 7.5 Tonnes of CO₂e, halving our carbon footprint per vehicle. I specifically chose the DS5 as it shares the 2.0 common rail diesel engine with the Ford Mondeo, and we have found this unit to be reliable and economical to repair.

I find the ruling archaic and without good reason, the excuse of being able to see how many passengers are sat in the back is at the very least pathetic and weak. Is it that after the checks drivers have to go through to obtain their license that the council do not believe that they are responsible enough to adhere to the rules? Also if that is the case, then I feel that you may need to alter the rules to have Perspex panels fitted to all saloon and hatchback vehicles, to ensure that the driver has not stowed someone in the boot????

I wish for this matter to be presented to the council at the earliest opportunity, I will also be seeking legal advice.