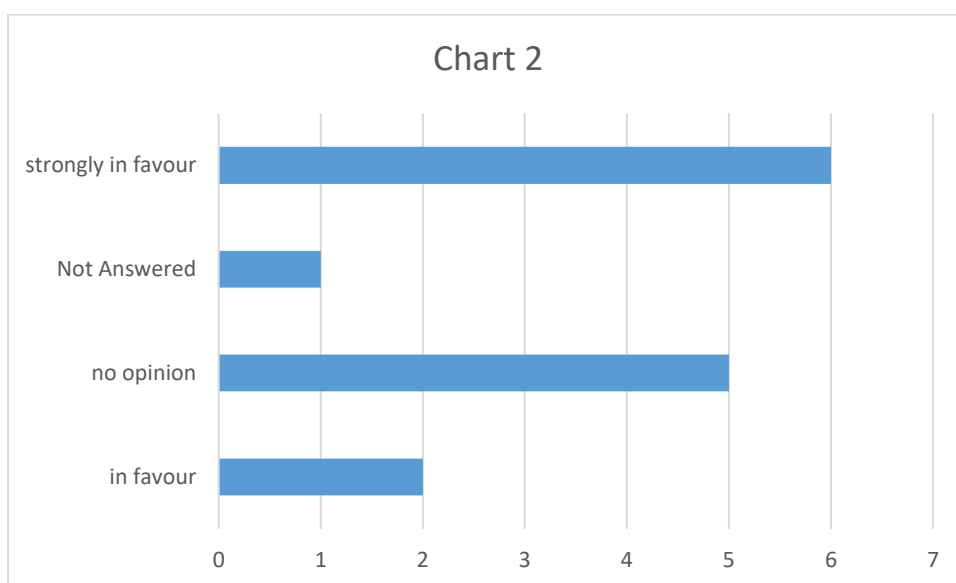


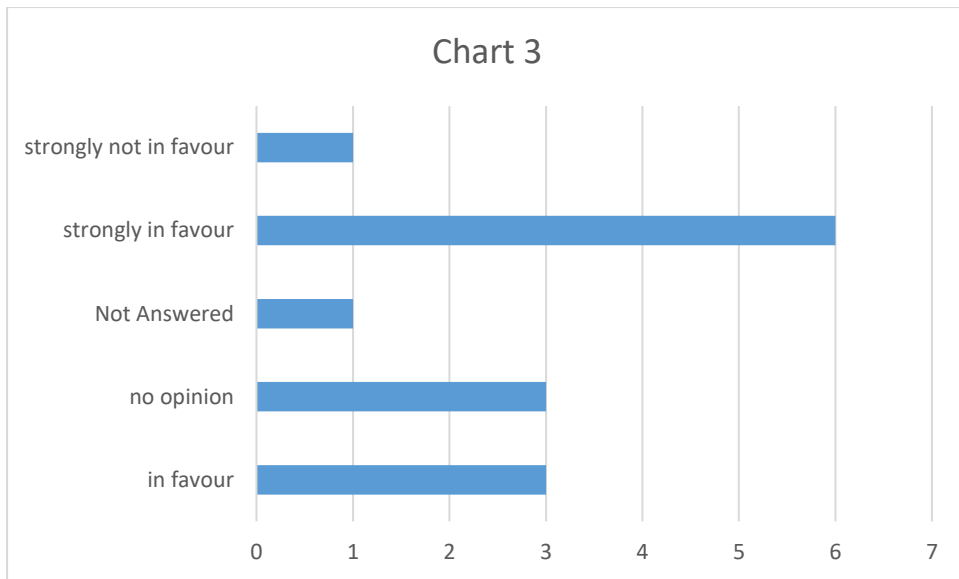
Appendix 4 – Consultation responses

1. Question 2 “The draft revised policy states that companies (where this information is known) will be informed if a driver who works for them has their hackney carriage/private hire licence suspended or revoked.
What is your opinion on this?”
2. The results of question 2 show that the majority of respondents are in favour of a driver’s company being informed if their badge has been suspended or revoked. The full results are shown in Chart 2 below and shows that the majority of responses were strongly in favour of this change. One respondent commented that they did not understand the question.



3. Question 3 Our existing policy says that new drivers will only be issued a licence for a year when they first apply (thereafter, renewals are for 3 years).The draft revised policy says that all drivers licences will be issued for 3 years.
What is your opinion of this?
4. The results of question 3 are shown in Chart 3 below. The majority of respondents are in favour of 3 years licences being granted to new applicants rather than for 1 year which is the current length of the licence for new applicants.
5. The comments which were provided with the responses were:

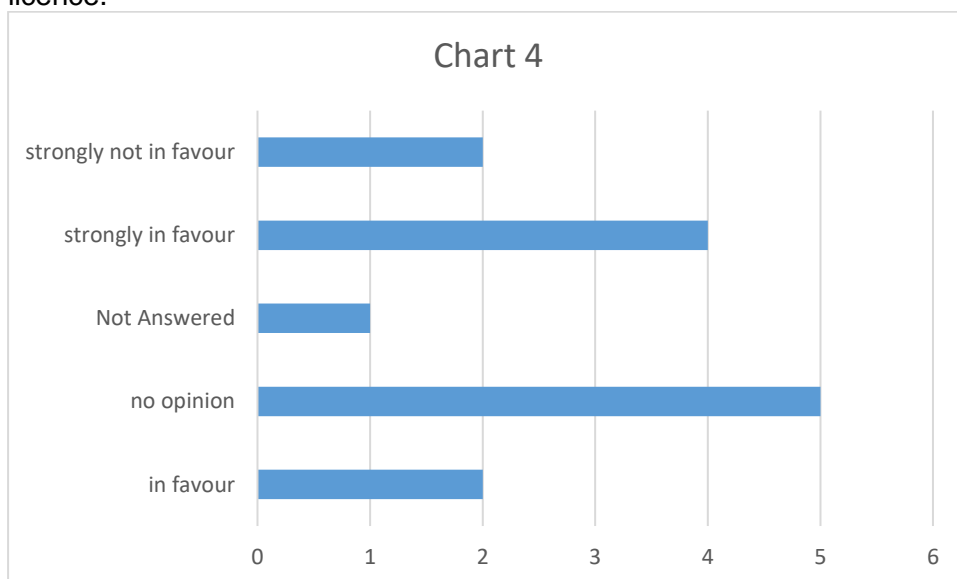
“Obviously less work for the council license will become cheaper, because when you have earned your licence it should be every 3 years”.
“This aligns with the DBS renewal”.



6. Question 4 was “The existing policy has a criminal convictions section. The proposal for the revised policy is to replace the existing criteria with the Institute of Licensing’s guidance on determining the suitability of applicants and licensees. This will apply to new applicants, and existing licence holders if they are convicted of an offence. The responses are shown in chart 4. The majority of respondents answered that they have no opinion on the criminal conviction policy and the second most popular response was strongly in favour”.

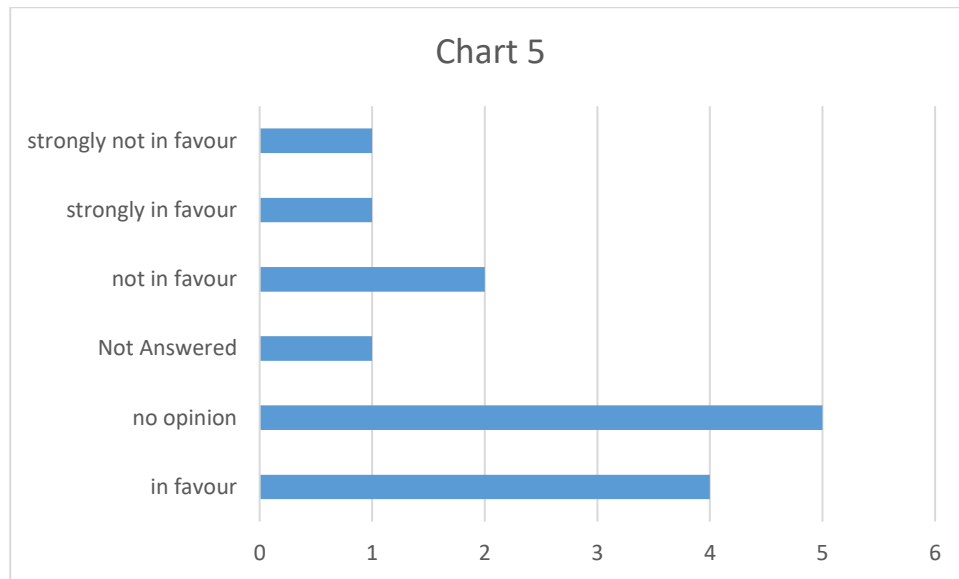
The comment received in relation to this question was “I feel its important to be aware of any type of criminal action”.

Applicants for and holders of hackney carriage and private hire drivers licences are required to apply for an enhanced disclosure and this will show all convictions (including convictions which would be considered to be spent under the Rehabilitation of Offenders Act). The criminal convictions policy would be used to assess if an applicant or licence holder with a criminal conviction is a suitable person to hold a licence.



12. Question 5 was “The current policy requires that all hackney carriage vehicles are less than 5 years old at the point they are first licensed. The draft revised policy proposes that instead of an age limit these vehicles comply with the current emission standard (EURO standard) i.e. all applications for new vehicle licence applications would be for EURO 6 standard vehicles and when EURO 7 is implemented new vehicle licence applications would be for EURO 7 standard vehicles. However, this would only apply to new applications from the point of adoption of the revised policy and would not be applied retrospectively to existing continuously licensed vehicles.

What is your opinion of this change within the draft revised policy?”



13. The majority of respondents do not have an opinion to do with this and the next most popular response was that respondents are in favour of this change.

14. The comments from this question were as follows:

- “I think it could be difficult and expensive for companies which have a large fleet of vehicles.”
- “Not sure what the standards are.”
- “Any car under 10 years old should be allowed, you insist on frequent mot’s and modern car are built to last.”

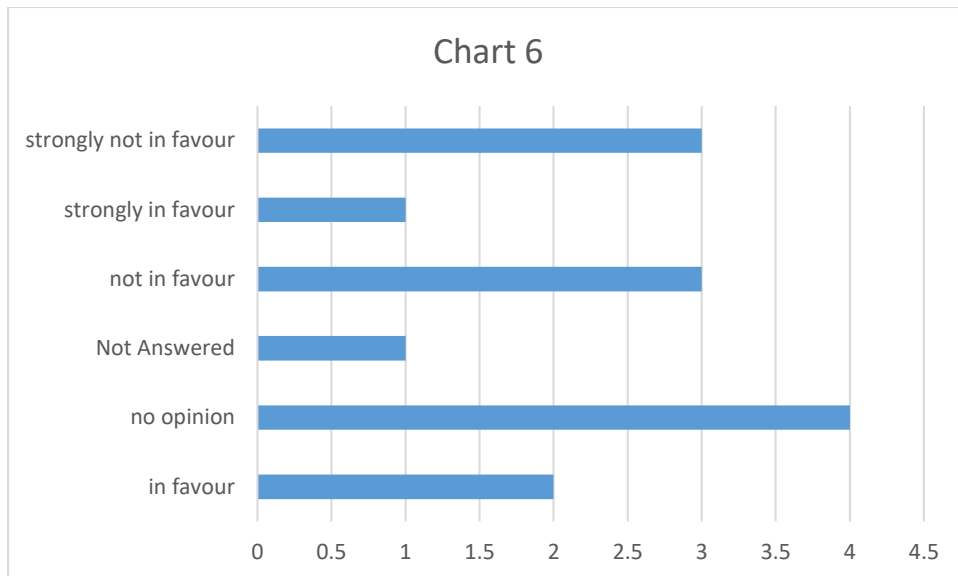
15. Question 6 was “The current policy does not have an age limit for private hire vehicles. The new policy seeks to change this to say that all new applications for private hire vehicles have to be for vehicles which comply with the current emission standard in force at the time (EURO Standard) i.e. all applications for new vehicle licence applications will be for EURO 6 standard vehicles and when EURO 7 is implemented new vehicle licence applications will be for EURO 7 standard vehicles). However, this would only apply to new applications from the point of adoption of the revised policy and would not be applied retrospectively to existing continuously licensed vehicles.

What is your opinion of this change within the draft revised policy?”

16. The responses are shown in Chart 6 and show that the most popular response was no opinion and following that respondents are strongly not in favour or not in favour of this change.

17. The comments received in relation to this question were:

“We still have a few years to go and again it would be very expensive to do this.”
“All well maintained vehicles should be allowed.”



18. Question 7 was “Our current policy requires that licensed vehicles are inspected at the Council’s testing station before they are licensed for the first time, when the vehicle licence is renewed as well as requiring up to 3 interim MOTs during the duration of the licence. The draft revised policy proposes that a vehicle inspection will be required at the time a vehicle is first licensed and renewed - as is currently the case - and in addition there will be a new requirement for vehicles over 5 years old to obtain an additional vehicle inspection at the mid-point of the licence. The standard MOT required for all vehicles would still be mandatory.

What is your opinion on this change within the draft revised policy?”

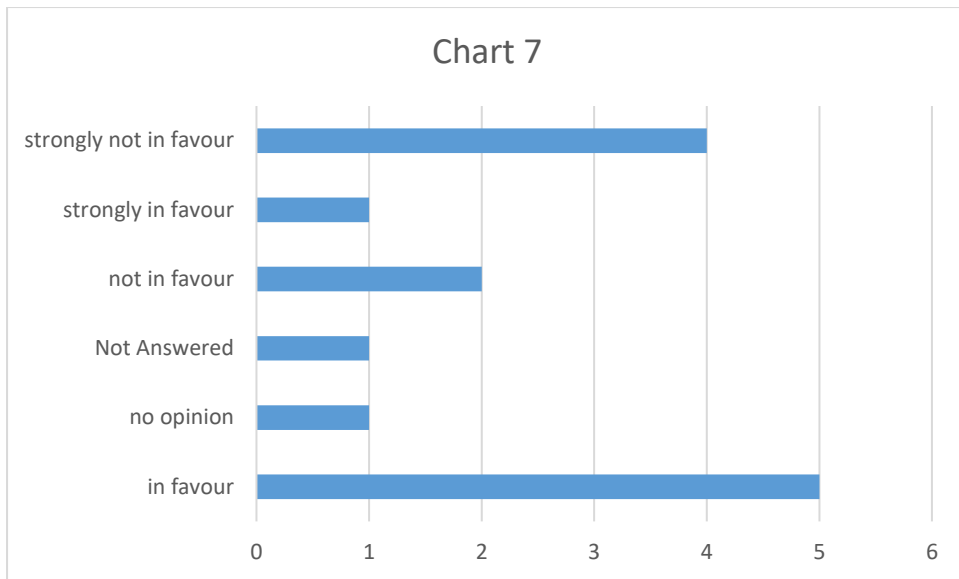
19. The majority of respondents are in favour of this change, however, the next most popular response was strongly not in favour.

20. The comments received in relation to this question were:

“If the vehicles have 1,2,or 3 interim mot, why should they also need yet another test at 6 months?”

“All vehicles should be road worthy at all times.”

“This adds to drivers and operators expenses”



23. Question 8 was “Our current policy requires that at least 20% of licensed hackney carriage vehicles are wheelchair accessible. The draft revised policy proposes to introduce a recommendation from the Disabled Persons Transport Advisory Committee namely that 25% of licensed hackney carriage vehicles are wheelchair accessible (as a guide the current percentage of wheelchair accessible vehicles is 33%).

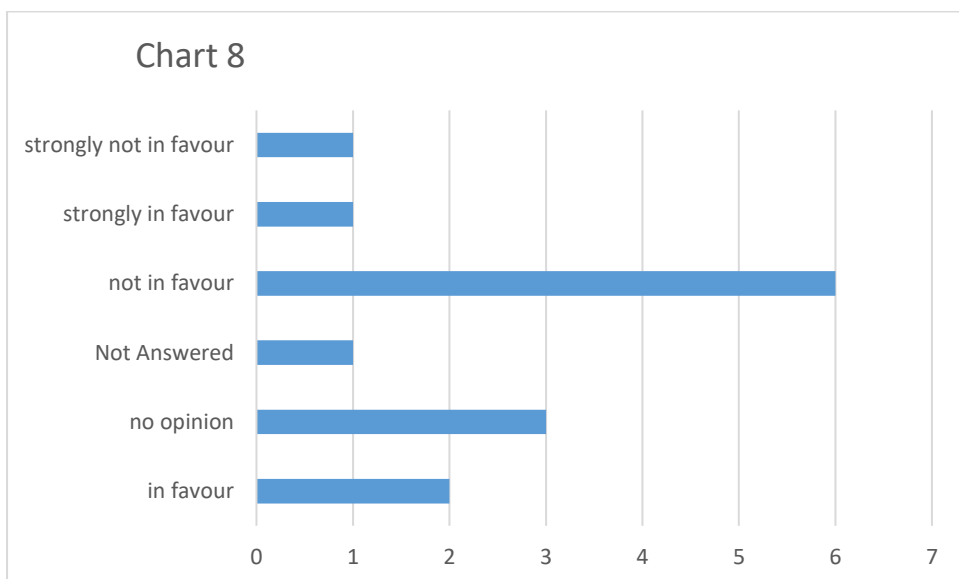
What is your opinion on this change within the draft revised policy?”

24. The majority of respondents are not in favour of this change.

25. The comments received in relation this question were:

“If a person has disabilities they will say when they need the transport and an appropriate vehicle will be used for them.”

“Because it would not be a requirement, only advisory.”



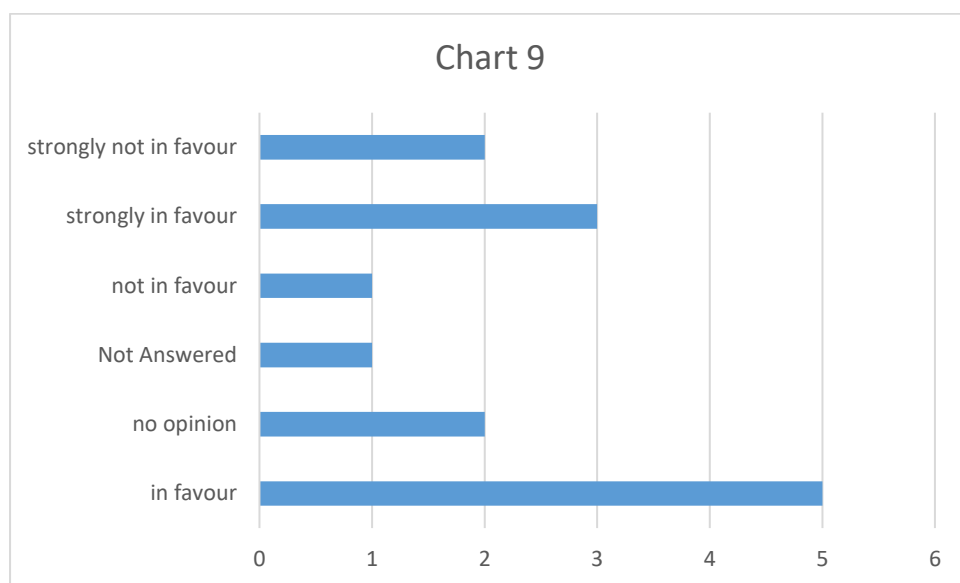
27. Question 9 was “Our current policy has no requirement for private hire vehicles to be wheelchair accessible and the draft revised policy is not proposing any change to this.”

28. The majority of respondents are in favour of not changing our current policy.

29. The comments received from this question were:

“If a person has disabilities they will say when they need the transport and an appropriate vehicle will be used for them”.

“Now would be the right time to change the policy to include disabled needs.”



30. Question 10 was “The draft revised policy incorporates requirements from the statutory guidance for taxis and private hire vehicle standards. One of the requirements is that vehicle licence applicants must provide a basic disclosure and barring service (DBS) check with each application (unless they are a South Somerset District Council licensed hackney carriage/private hire driver). Furthermore, the basic DBS must not be more than 3 months old at the time they are submitted with the application.

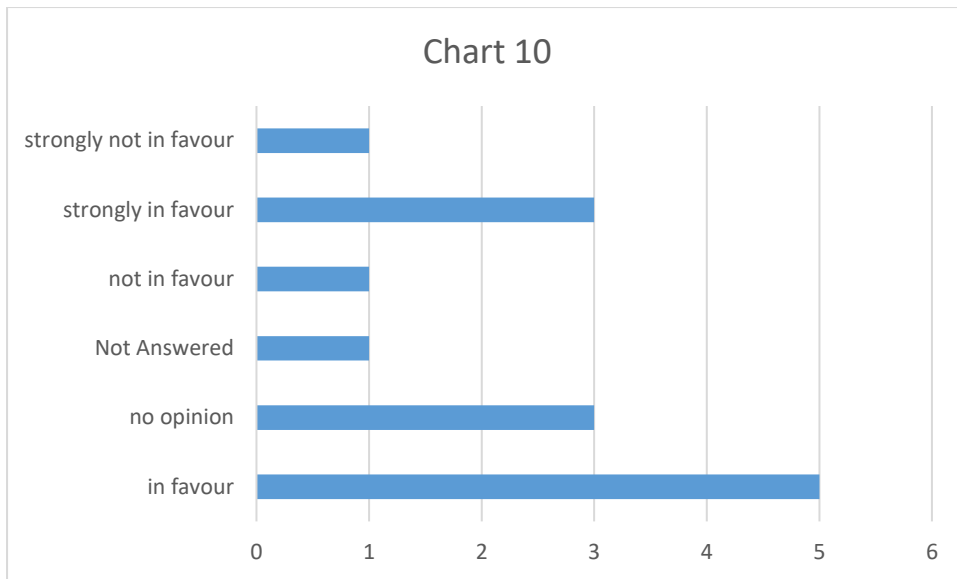
“What is your opinion on only accepting basic DBS checks which are less than 3 months old?”

31. The majority of respondents are in favour of this change.

32. The comments from this question are

“Its important to know if there is any reason that they are not suitable.”

“The DBS should be a FULL Disclosure”



33. There is eligibility criteria for applying for or requesting that an applicant or licence holder applies for an enhanced disclosure. A hackney or private hire driver is a role, which is eligible for an enhanced disclosure, however this does not extend to vehicle licences or private hire operators. Licensed drivers who apply to licence a vehicle would be subject to an enhanced disclosure and would not have to apply for an additional disclosure to licence a vehicle.

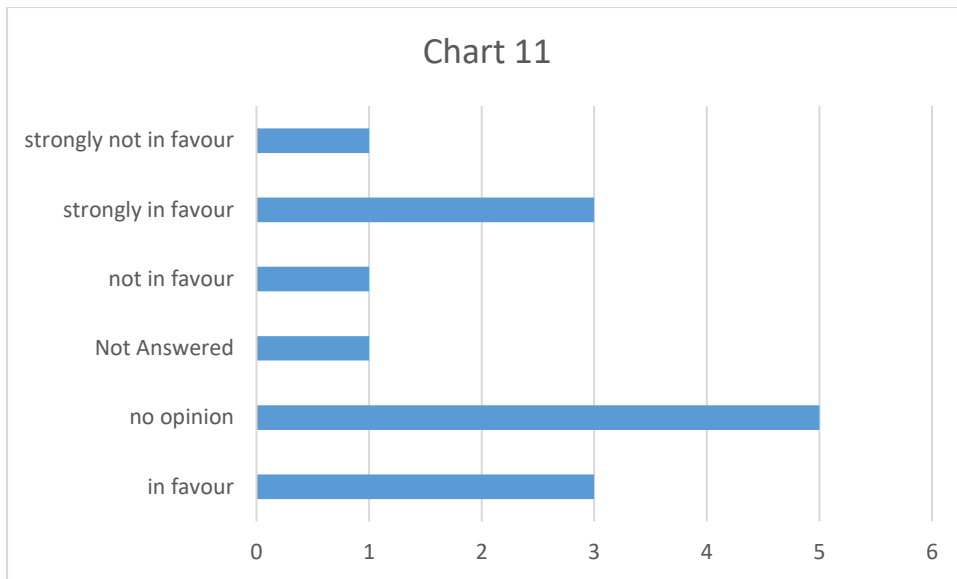
33. Question 11 was “The draft revised policy incorporates requirements from the statutory guidance for taxis and private hire vehicle standards. One of the requirements is that private hire operator applicants must provide a basic DBS check with each application and annually during the licensed period (unless they are a South Somerset District Council licensed hackney carriage/private hire driver). Furthermore, when submitting the basic DBS check to the Council, both with the initial licence application and when the DBS is renewed annually, it must be less than 3 months old.

What is your opinion on only accepting basic DBS checks which are less than 3 months old?”

34. The majority of respondents did not have an opinion on this.

35. The comments from this question were:

“Again anything older would not be up to date with any sort of criminal action.”
 “Should be FULL Disclosure DBS”

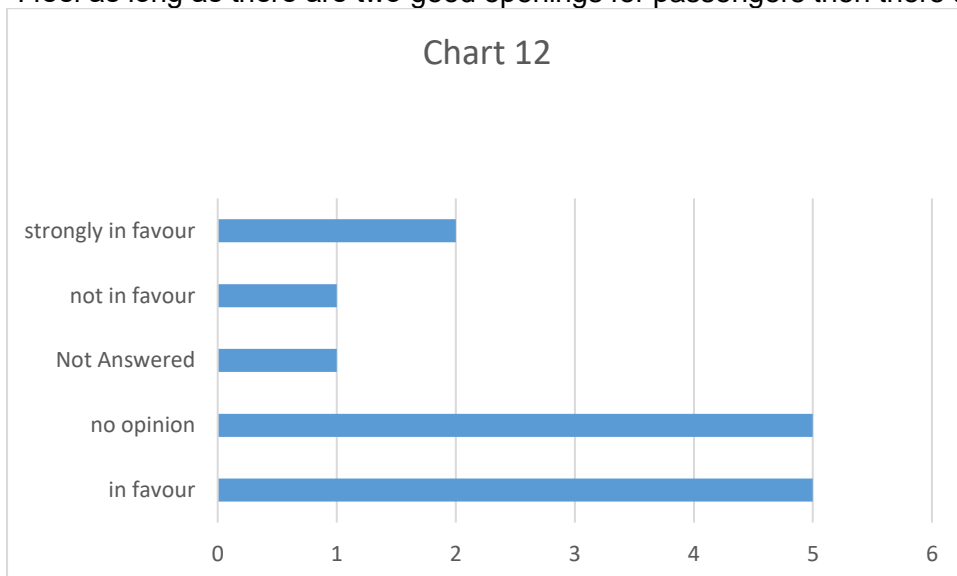


36. Question 12 was “The draft revised policy proposes that minibuses (8 passengers or fewer) and MPV style vehicles have at least 3 doors to the passenger accommodation (this would not apply to existing licensed vehicles which are continuously licensed).

What is your opinion of this?”

37. The responses are shown in Chart 12. The majority of respondents either had no opinion or were in favour of this change.

38. The comment from this question was:
 “I feel as long as there are two good openings for passengers then there are enough”



Other Comments

I have struggled with this survey as there is a lot of writing and struggled to understand the questions, so I hope I have answered them right.

If the policy is changed will there be an enforcement officer to touch base with or who will "police" the whole sector better?

I would add that licensing authorities should look at cases where Hackney and private hire drivers poach work from railway stations.

Reduce the cost of the drivers badge

£266 is too much.

Reduce the vehicle Hackney cost.

No visits to Lufton for vehicles, nominate more centres across south Somerset.

Allow up to 10 year old cars as Hackney.

Increase Hackney charges (fares) by 25 % and inflation each year.

Keep the knowledge test but update the questions quarterly.

Communicate with schools and hospital transport to encourage them to increase fare rates for contract jobs

I believe that there should be a national licensing policy and ALL councils should have the same rules