

Taxi and Private Hire Licensing Policy 2016 Consultation

Paragraph 1.6 - The Objectives of Taxi and Private Hire Licensing have been revised and expanded to include a focus on driver and vehicle safety, safeguarding of children and the vulnerable, the prevention of crime and disorder and the promotion of tourism within the Borough.

Do you agree with these revised Objectives?

| Taxi and Private Hire Policy Question 1.6 – comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| Unsure | N/A | Comment | Yes |
| The majority of drivers do this but it must be remembered that drivers are not police officers. | N/A | Comment | Yes |
| Not enough protection for the driver! | N/A | Comment - Driver safety is taken seriously by the LA, to the extent it now forms part of the first Policy Objective 'Safety, health and comfort of the public and drivers'. | Yes |
| I would have thought that all of this is covered by various legislation | N/A | Comment - Existing legislation places an onus on everyone when it comes to safeguarding. However it was considered appropriate to highlight the importance of safeguarding within the Policy document itself. | Yes |
| But I also believe that these things are already done in the trade | N/A | Comment – It is accepted that the trade are already a key player when it comes to safeguarding; additional training and information only serves to further support this. | Yes |
| asking the driver to be a unpaid police office, social worker, without training | N/A | Comment – Drivers are not been asked to fulfil these roles, in addition all drivers undergo safeguarding training which explains how drivers can promote safeguarding as part of their role. | Yes |

| Taxi and Private Hire Policy Question 1.6 – comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Already done no need to legislate and create more red tape | N/A | Comment – It is accepted that the trade are already a key player when it comes to safeguarding; additional training and information only serves to further support this. | Yes |
| Aims of licensing is only "to protect the public" - nothing else, certainly not the promotion of tourism - this should be done by suitably located visitor centres, backed up by good internet information. Taxi and private hire vehicle licensing: best practice guidance. 2 March 2010 Department for Transport clearly states "Local licensing authorities should recognise that too restrictive an approach can work against the public interest – and can, indeed, have safety implications". | N/A | Comment | Yes |
| A taxi driver's role is to get people from A to B, they are not Police Officers, Social Workers or Nurses. Taxi drivers, of course need to be trust worthy and law abiding however there is no need for this to be added to the Book | N/A | Comment – Safeguarding already forms a large part of the existing Policy. | Yes |

| Taxi and Private Hire Policy Question 1.6 – comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>120 of the following comment were received</p> <p>Driver & Vehicle safety have always been of the highest priority, as have safeguarding and promotion of tourism. However, the prevention of crime and disorder is surely the role of the police? Whilst any responsible person would report an obvious situation to the police, it is not the role of the driver to go beyond this. They are neither trained nor equipped to do so, and may be placing themselves in a position of danger and vulnerability. A driver is not in a position to assume responsibility for the prevention of crime.</p> | N/A | <p>Comment – It is accepted that the trade already play a key role in safeguarding; additional training and information only serves to further support this. In addition drivers have never been asked and are not expected to compromise their own safety in relation to Safeguarding.</p> | Yes |
| <p>According to the documentation I am alarmed that it would be theoretically possible for a driver to have committed a 'lesser' sexual offence such as indecent exposure and so long as a suitable time has elapsed 7 + years, then they may be granted a license. Surely, all and any sexual offences should result in a complete refusal of a license. Given that a proportion of the role might necessarily require the carriage of unaccompanied children, are members of the council and those making this policy happy for their young or disabled child to be transported alone by someone who has previously committed a sexual offence? Too many statements areas of the policy where it seems the term 'consideration' is used surely where safety is concerned there should be a firm rule and procedure to much open to the LAs interpretation of a particular previous offence.</p> | N/A | <p>Comment – Paragraphs 26 through 30 of Appendix D outline the LA's firm approach where an existing driver or applicant has sexual or indecency offences. It is important to note that the LA is obliged to consider all valid applications with each being determined on its own merits. However, the safety of the public will always be of paramount importance in any decision making process.</p> | No |

Paragraph 1.7 - An expectation has been placed on applicants and licence holders to continually demonstrate that they meet or exceed the specifications set out in the Policy.

Do you consider this to be reasonable?

| Taxi and Private Hire Policy Question 1.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| Unsure | N/A | Comment | Yes |
| this only works if there is update course's | N/A | Comment – unsure to what this comment relates. | Yes |
| Once again, already done | N/A | Comment | Yes |
| More red tape unnecessary | N/A | Comment – It is important that licence holders are familiar with the Policy and the standards expected. | Yes |
| It is not clear what this expectation may require of operators. | N | Comment – This expectation is places on all licence holders including operators and refers to compliance with the requirements of the Policy. | Yes |

| Taxi and Private Hire Policy Question 1.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| I expect this is also covered by current legislation | N/A | Comment – Current legislation is somewhat out-dated and only goes so far in prescribing what is expected of licence holders. As a consequence the Policy document is important in setting additional requirements. | Yes |
| How can this be demonstrated...and to who? | N/A | Comment – licence holders are expected to demonstrate compliance to everyone, be it a passenger or Officer of the Council. | Yes |
| But the trade should see more evidence of licensing officers checking this point. | N/A | Comment – Licensing Officers are keen to see all licence holders are meeting the standards expected of them. It is accepted the trade would like to see a greater licensing presence within the Borough and the LA is striving to achieve this. | Yes |
| Because it places an expensive duty on the driver | N/A | Comment – There is no perceived additional cost to meeting the standards expected of licence holder. | Yes |
| As long as this is carried out in a sensible way i.e. not taking up excessive amounts of drivers time | N/A | Comment – It is not proposed that this requirement will require any additional driver time. | Yes |

| Taxi and Private Hire Policy Question 1.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>120 of the following comment were received.</p> <p>Most operators and drivers are self-governing; however, it still remains the Council's responsibility to ensure these specifications are being met.</p> | N/A | <p>Comment – It is the responsibility of the licence holder to ensure they are meeting the standards expected of them. However it is accepted the LA may need to take action where a licence holder is failing to meet the standards.</p> | Yes |
| <p>Yes, I do but it's a very long winded policy. Can this not be shortened it places so many demands on drivers?</p> | N/A | <p>Comment – Efforts have been made to ensure the draft Policy is as concise as possible.</p> | No |

Paragraph 1.17 - The term 'Fit and Proper' has been re-defined and expanded to include safeguarding.

Do you agree with the expanded definition?

| Taxi and Private Hire Policy Question 1.17 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| this only works if there is training | N | Comment - All drivers undergo safeguarding training which explains how drivers can promote safeguarding as part of their role. | Yes |
| There is still no definition to "Fit & Proper" | N | Comment – Paras 1.17 to 1.21 go into detail about the fit and proper test and explains what the LA takes into account when determining this. | Yes |
| 'Safeguarding' isn't ever defined. | N | Comment – Additional information about safeguarding including a definition is available in SBC's Adults, Children and Young People Safeguarding Policy available on SBC's website. In addition all drivers undergo safeguarding training which provides a background to safeguarding. | Yes |
| Answer as before all covered | N/A | Comment | Yes |
| Already done! | N/A | Comment | Yes |

| Taxi and Private Hire Policy Question 1.17 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>120 of the following comment was received.</p> <p>Agree mostly, however, minor motoring offences should not be given as a reason refusal of a license, especially if these have been accrued over previous years. Each case should be judged on its own merit rather than on a blanket policy.</p> | N | <p>Comment – Paras 45 & 46 of Appendix D outline the LA’s approach in respect of other motoring offences. The LA does not apply a blanket ban (which would be open to challenge) but states at para 45 <i>“An isolated motoring offence may not necessarily prevent a person from being issued a licence. However a number of such offences of this nature may give serious cause for concern and consideration shall be given to the gravity and frequency of offences”</i>.</p> | Yes |

| Taxi and Private Hire Policy Question 1.17 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>See earlier statement, in many respects drivers act as 'loco parentis' when transporting vulnerable individuals, such as children with learning difficulties and disabilities. The same application of enhanced DBS rules and professional expectations that apply to teachers and social workers should apply to drivers. Safety first; no ifs and buts or some sort of 'interpretation' of the policy. Likewise there should be more specific reference in this policy to the new SEND code of practice.</p> | N | <p>Comment – It is accepted that drivers play an important role in the transport of vulnerable children and adults and those with a wide range of disabilities. It is for this reason that SBC already has in place a rigorous driver application process coupled with the compulsory safeguarding training drivers must undertake. In addition drivers fulfilling NYCC passenger transport contracts undergo an additional application process with NYCC. As a consequence it is not considered necessary to reference the Special educational needs and disability code of practice directly within the Policy.</p> | No |

Paragraph 1.22 - The introduction of a fast track application procedure to re-licence drivers who have had their licence revoked but have subsequently been found to be fit and proper.

Do you agree with such a procedure being available?

| Taxi and Private Hire Policy Question 1.22 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|------------------------|-----------------------------|
|---|-----------------------|------------------------|-----------------------------|

| Taxi and Private Hire Policy Question 1.22 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| This means drivers could take a risk and hope to fast track back into the business which would be wrong | N/A | Comment – Para 1.22 explains the circumstances in which a fast track application procedure may be offered at the discretion of the LA. All such applications would be carefully considered in deciding whether the applicant is fit and proper, with the protection of the public being of paramount importance. | Yes |
| There needs to be a suitable procedure in place to prevent this occurrence happening in the first place with a suitable complaints procedure being in place to follow up any problems later found. | N | Comment – The LA already has rigorous application and complaints procedures in place; however these procedures do not negate the potential need to suspend or revoke a driver with immediate effect. | Yes |
| Subsequently been found to be fitmore details needed... | Y | Comment – Para has been amended to provide additional clarification. | Yes |
| should be returned a.s.a.p. without delay | N/A | Comment – Unfortunately it is not possible to re-instate a licence once revoked. The intention of the fast track procedure is to expedite the process. | Yes |
| If they have been found to not be fit and proper initially, part of the penalty is make them wait the standard time as an additional deterrent. | N | Comment – Imposing a time penalty on a driver who meets the fit and proper criteria may be open to challenge. | Yes |

| Taxi and Private Hire Policy Question 1.22 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| If not fit and proper should never be fit and proper | N | Comment – Disagree, it is entirely possible for an individual to be deemed not fit and proper at one moment in time, yet deemed fit and proper at another. Additional information can be found in Appendix D of the Policy which sets out the principles used by the LA when considering applications and reviews of existing licences. | Yes |
| if found unfit at any one time the ban should be permanent as a safe guard to passengers as the position is a responsible one and should be treated as such | N | Comment – Disagree, it is entirely possible for an individual to be deemed not fit and proper at one moment in time, yet deemed fit and proper at another. Additional information can be found in Appendix D of the Policy which sets out the principles used by the LA when considering applications and reviews of existing licences. | Yes |
| if a licence has been revoked the standard procedure should follow and not be fast tracked | N | Comment – Imposing a time penalty on a driver who meets the fit and proper criteria may be open to challenge. | Yes |

| Taxi and Private Hire Policy Question 1.22 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| I'd agree if there was sufficient proof - not just, for example if a case was thrown out of court because the evidence was not available in court on the day of a trial. There must be a robust protocol for deciding on the circumstances in which fast track would be available. | N/A | Comment – Fully agree, fast track applications would only be offered under certain circumstances and at the discretion of the LA. Such applications would be carefully considered as with any other application. | Yes |
| I would hope before a license is revoked the allegation or incident would have been thoroughly reviewed. | N/A | Comment – The LA does not revoke licences with immediate effect lightly. However it is often the case that, in the interests of public safety it is necessary but only after careful consideration of the facts of the case. | Yes |
| Full details of the application must be investigated thoroughly | N/A | Comment - Fully agree, fast track applications would only be offered under certain circumstances and at the discretion of the LA. Such applications would be carefully considered as with any other application. | Yes |
| Drivers should be presumed innocent until proven otherwise - except in extreme circumstances. | N | Comment – The LA does not revoke licences with immediate effect lightly. However it is often the case that, in the interests of public safety it is necessary but only after careful consideration of the facts of the case. | Yes |
| Don't rush | N/A | Comment – Unsure how this comment relates. | Yes |

| Taxi and Private Hire Policy Question 1.22 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| BUT I agree that swift action to protect the public must be taken; however, it unfortunately means that the "offender" is considered guilty before being proved innocent. | N/A | Comment – The LA does not revoke licences with immediate effect lightly. However it is often the case that, in the interests of public safety it is necessary but only after careful consideration of the facts of the case. | Yes |
| As long as the fit and proper process is robust | N/A | Comment – The LA believes that it applies the fit and proper test rigorously, in addition fast track applications would only be offered under certain circumstances and at the discretion of the LA. Such applications would be carefully considered as with any other application. | Yes |
| A taxi by definition has to be a public service, the applicant has to agree to certain clauses etc in any agreement. If that applicant has been found to be in breach of said agreements then that person has no recourse to reapply for reinstatement. | N | Comment - Fully agree, fast track applications would only be offered under certain circumstances and at the discretion of the LA. Such applications would be carefully considered as with any other application. | Yes |

| Taxi and Private Hire Policy Question 1.22 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>A driver should not have their license "Revoked", only suspended to allow an investigation to take place. If they are found to be fit & proper the license should be returned immediately. What happened to innocent until proved guilty?</p> | N | <p>Comment – The LA does not revoke licences with immediate effect lightly. However it is often the case that, in the interests of public safety it is necessary but only after careful consideration of the facts of the case. In addition case law dictates that that the LA may not suspend a licence as an interim step pending a fuller investigation, therefore the LA must reach a final determination based on the evidence available at that time.</p> | Yes |
| <p>120 of the following comment was received.</p> <p>Surely a licence should not be revoked in the first place without significant, substantiated evidence. As a suspension carries the same restrictions in the interim, should a driver not be placed on suspension until the case has either been proved or dismissed. It would be wholly unfair to expect an innocent driver to have to re-apply for a revoked licence, albeit a fast track application, especially if this incurred additional costs. This could also affect future applications when asked... 'have you ever had a licence revoked by the Council...' This automatically places a driver under doubt when he has to answer Yes. In law, a person is innocent until proved guilty.</p> | N | <p>Comment – The LA does not revoke licences with immediate effect lightly. However it is often the case that, in the interests of public safety it is necessary but only after careful consideration of the facts of the case. In addition case law dictates that that the LA may not suspend a licence as an interim step pending a fuller investigation, therefore the LA must reach a final determination based on the evidence available at that time.</p> | Yes |
| ? | N/A | <p>Comment – Unsure how this comment relates.</p> | Yes |

| Taxi and Private Hire Policy Question 1.22 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| Need to take a careful approach when in doubt | N/A | Comment – Fully agree, the LA does not revoke licences with immediate effect lightly. However it is often the case that, in the interests of public safety it is necessary but only after careful consideration of the facts of the case. | No |
| I worry that their needs to be some quick resolution. Eg, any problem caused by let's say a disgruntled customer places the emphasis on the driver to prove their innocence rather than the customer to prove their case, more balance in such matter in favour of the driver. | N | Comment – The LA does not revoke licences with immediate effect lightly and generally does so in the interests of public safety. In the majority of instances licences are not immediately revoked and the procedure outlined at paras 6.5 through 6.7 are followed. | No |
| Who decides what is fit and proper and how | N/A | Comment – Paras 1.17 to 1.21 go into detail about the fit and proper test and explains what the LA takes into account when determining this. | No |

Paragraph 2.7. In order to promote the professional image of the licensed trade a minimum dress code has been introduced (detailed at Appendix B).

Do you agree with the dress code and the standards set?

| Taxi and Private Hire Policy Question 2.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| Yes | N/A | Comment | Yes |
| Within reason casual not formal | N/A | Comment – The LA does not consider the proposed dress code as too formal. | Yes |

| Taxi and Private Hire Policy Question 2.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>Whilst I do agree there should be a dress code, I feel that the stated does not consider nor is suitable for all times of year, the weather, nor does it consider the circumstances. For an example relating to the time of year and/or the weather, full bodied shirts and trousers, or tailored shorts, may not provide the driver with reasonable comfort in the summer heat bearing in mind that he can be sat in the same position for hours on end - especially on a busy day. On the other end of the spectrum, if it's raining heavily in the depth of winter, and he experiences a puncture, he then has to change the tyre in is smart attire. An example of circumstances would be for instances, a long distance journey could become very uncomfortable if you're not wearing what you feel comfortable in - even if the driver where to follow HGV driving regulations, that could still be up to 4.5hrs without moving from his seat. A case study of what I'm trying to say would be, when I am operating my PHV during the week, I wear grey trousers with a black polo shirt. This looks smart, and conforms to what you are suggesting, however, when I work on a Friday or Saturday night, I wear loose fitted jeans and a t-shirt, which does not conform to what you are suggesting. You may question why I choose not to wear trousers and polo on a Friday and Saturday night, the answer to which is: (1) We rarely get out of the car due to how busy we are and so need to dress comfortably. (2) In the interest of public safety, we cannot assist with ease in instances of domestic abuse (I was recently involved with a domestic where I felt for the female's safety and so upon parking my car and calling the police, I removed my DD badge and was ready to intervene, fortunately I managed to flag down a police van prior to them being despatched.) In conclusion, I fully support your proposal to introduce a dress code, I just feel you need to consider all aspects of the job we are doing.</p> | Y | <p>It is accepted that the work drivers undertake is diverse and undertaken in all weather conditions. Although drivers should feel comfortable whilst working; the LA also believes it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a 'collared shirt'. The LA does not believe there to be a significant difference in comfort between a t-shirt and polo shirt so therefore has not amended the code to include t-shirts.</p> | Yes |

| Taxi and Private Hire Policy Question 2.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| Utter nonsense. Highly insulting | N/A | Comment | Yes |
| This is already in place. | N/A | Comment – Agreed, however this amendment to the Policy seeks to formalise and clarify the dress code. | Yes |
| <p>Shirt and trousers is OK in an office or retail, but not practical in day to day work as a taxi driver as the job entails assisting with shopping and bags and is a manual job at times. And there is nothing wrong with the current dress code. I believe it to be impractical and is nothing more than Council snobbery and when sitting in a car for 14 hours a day is not comfortable.</p> | Y | <p>It is accepted that the work drivers undertake is diverse and undertaken in all weather conditions. Although drivers should feel comfortable whilst working; the LA also believes it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a ‘collared shirt’. The LA does not believe there to be a significant difference in comfort between a t-shirt and polo shirt so therefore has not amended the code to include t-shirts.</p> | Yes |
| No need to legislate drivers generally of good appearance | N/A | <p>Comment – Although the majority of drivers are of generally good appearance, Licensing Officers have witnessed on a number of occasions unacceptable standards of dress.</p> | Yes |

| Taxi and Private Hire Policy Question 2.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| No need to expand already adequate | N | Comment – This amendment to the Policy seeks to formalise and clarify the existing dress code and now takes into account the findings of the associated Equalities Impact Assessment. | Yes |
| It is not the job of a council to tell people how to dress. | N/A | Comment – Although the majority of drivers are of generally good appearance, Licensing Officers have witnessed on a number of occasions unacceptable standards of dress thereby necessitating the need for a formal dress code. | Yes |
| Irrelevant, comfort would be a priority if you're in a vehicle all day and most respectable taxi drivers will have pride in their appearance | N/A | Comment – Although the majority of drivers are of generally good appearance, Licensing Officers have witnessed on a number of occasions unacceptable standards of dress thereby necessitating the need for a formal dress code. | Yes |
| If we have to have dress code then Scarborough Council should supply the clothes | N/A | Comment – The LA does not consider the dress code to be overly onerous. In addition the code does not list items of clothing which would be considered anything other than general attire. | Yes |

| Taxi and Private Hire Policy Question 2.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| I want a driver who is safe, drives safe not sits in a collar and tie | Y | Although an individual's ability to drive safely is important, the LA also believes it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a 'collared shirt'. | Yes |
| I feel a collared shirt worn for a prolonged period of time would whilst driving, be uncomfortable. A plain T Shirt would be more practical and should be included. | N | Although drivers should feel comfortable whilst working; the LA also believes it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a 'collared shirt'. The LA does not believe there to be a significant difference in comfort between a t-shirt and polo shirt so therefore has not amended the code to include t-shirts. | Yes |

| Taxi and Private Hire Policy Question 2.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| I believe you should. Clean and clothes clean, but not to look like I'm going to the office | Y | Although drivers should feel comfortable whilst working; the LA also believes it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a 'collared shirt'. | Yes |
| I believe that all drivers should be smartly dressed and in a professional manner but not uniformly so | Y | Comment – The LA is not seeking to impose a fixed uniform for drivers but does believe it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a 'collared shirt'. | Yes |
| I believe proper quality T-shirts should be included | N | Comment - Although drivers should feel comfortable whilst working; the LA also believes it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a 'collared shirt'. | Yes |

| Taxi and Private Hire Policy Question 2.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| How you dress does not affect your ability to carry out my job in a fit and proper manner. As long as I am clean and smart. | N/A | Comment – Although the majority of drivers are of generally good appearance, Licensing Officers have witnessed on a number of occasions unacceptable standards of dress thereby necessitating the need for a formal dress code. | Yes |
| Because some drivers dress smart but they still don't have any personal hygiene | N/A | Comment – Para 11 of Appendix B states <i>“The driver shall dress in accordance with SBC’s licensed driver Dress Code and the driver shall at all times be clean and respectable in his/her dress and person”</i> . If a complaint regarding a driver’s personal hygiene to be received it would be actioned in an appropriate manner. | Yes |
| At a recent hiring of a taxi the driver wore a baggy t shirt and shorts that were mid-way between knees and ankles | N/A | Comment – Although the majority of drivers are of generally good appearance, Licensing Officers have also witnessed unacceptable standards of dress thereby necessitating the need for a formal dress code. | Yes |

| Taxi and Private Hire Policy Question 2.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| All taxi drivers are well dressed so why the dress code | N/A | Comment – Although the majority of drivers are of generally good appearance, Licensing Officers have witnessed on a number of occasions unacceptable standards of dress thereby necessitating the need for a formal dress code. | Yes |
| A comfortable driver is a safe driver. It is wrong to specify what a person should have to wear. As long as they are of a neat and tidy appearance. | Y | Comment - Although drivers should feel comfortable whilst working; the LA also believes it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a 'collared shirt'. | Yes |

| Taxi and Private Hire Policy Question 2.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>120 of the following comment were received.</p> <p>Yes, however, this should not be too onerous. The existing policy standards are quite clear and adequate, and, they been monitored more effectively by the Council, it would not be necessary to change them. The only inclusions which should be added are:</p> <p>(1) Words or graphics on any clothing that is of an offensive or suggestive nature or which might offend, (2) The issues relating to appropriate footwear, (3) and that clothing should be free from holes and rips. It is not necessary to state collared shirts/blouses as many smart/acceptable tops would not meet this definition.</p> <p>It should be more than enough to state, as existing: (1) clean tops, shirts, blouses or T Shirts</p> <p>Sort of but I worry that the LA has to tell drivers what smart consists of?</p> | N | <p>Comment – This amendment to the Policy seeks to formalise and clarify the existing dress code and now takes into account the findings of the associated Equalities Impact Assessment. After consideration it is also proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a ‘collared shirt’.</p> | <p>Yes</p> <p>No</p> |
| <p>It does not matter how you dress as long as you are polite and drive safely.</p> | N | <p>Although an individual’s manner and ability to drive safely is important, the LA also believes it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a ‘collared shirt’.</p> | No |

| Taxi and Private Hire Policy Question 2.7 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| I think taxi drivers for should be off smart appearance but not wearing shirt and tie. Shirts and tran????? yes | Y | Comment - After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a 'collared shirt'. | No |
| Who decides and what is it? | N/A | Comment – The dress code proposed by the LA is outlined at para 22 Appendix B of the Policy. | No |

Paragraph 3.3 & 3.4. A requirement has been included for all licensed vehicle MOT tests and compliance checks to be undertaken at the Council's Depot in Scarborough.

Do you agree with this requirement?

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| You are taking money away from local garages | N/A | Comment – however, see all responses at the end of this document. | Yes |
| Will waste time and money travelling the 20 mins from Whitby. Doesn't matter as long as has a valid MOT | N | See all responses at the end of this document. | Yes |
| Why should MOT at Council's depot be any different to MOT station? | | Question - however see all responses at the end of this document. | Yes |
| Why do the council need to do this when it is by law so is kept on a database when vehicles are compliant? | N | Question - however see all responses at the end of this document. | Yes |
| Where to begin!!! I say this with the greatest respect, however having changed address this year and the trouble I had getting the Licenses changed to my new address I feel that Licensing Officers are struggling with the most basic of tasks. How on Earth can they be trusted with running an operation MOT'ing many hundreds of cars twice a year. The knock on effect and reduction of trade for the local garages would be huge. I also believe the cost of a MOT would be more than using a local garage thus making the job of taxi driving yet more expensive in these difficult times. | N | Statement of opinion - however see all responses at the end of this document. | Yes |
| Where the vehicle operator has sufficient room large garage/warehouse and operates more than 50 vehicles they can be tested/checked at their premises. | N/A | Comment - however see all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>40 of the following comment were received.</p> <p>We, the undersigned, wish to strongly object to the following proposed MOT changes in the revised Taxi & Private Hire Policy, currently out to consultation, for the following reasons: (1) Monopoly/unfair competition.</p> <p>(2) It promotes a negative image of our local MOT stations, suggesting they fall short of required standards.</p> <p>(3) With ever increasing business rates, living, minimum and annual wage increased and other associated overheads, the Council are effectively stripping MOT stations of much needed revenue. This will in turn affect staff numbers, training & development and investment in new equipment.</p> <p>(4) Many Taxi/PH drivers currently book their vehicle for an MOT, along with a service and any other repair work as necessary. This is done at the drivers convenience, i.e. on their day off. However, appointments may sometimes need to be changed at short notice due to work commitments etc. Can the Council offer this flexibility? Also, vehicles will now need to be presented on a separate occasion to their garage of choice for any MOT work, resulting in more lost time/income.</p> <p>(5) The standard MOT fee recommended by the DVSA is £54.85. Most garages discount this fee to £25-£35 for taxi/private hire vehicles. Will the Council offer a similar discount?</p> | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>(6) With potentially 320 MOT tests twice yearly in an 8 week period, how will the Council cope with this volume. Current statistics show re-tests run at 3%, increasing these figures even further to 416 tests. Each MOT takes 1 hour, plus the additional Council compliance checks. Is this realistically even going to be possible? Who will be penalised if test/re-tests cannot be completed in time. The driver?</p> <p>In conclusion, it is unfair, unjust and improper for the Council to impose this condition. It takes away vital revenue from many independent traders, and also questions their integrity. They work hard to build up and maintain their professional reputations. It is also going to impact heavily on the Taxi & Private Hire drivers, both in terms of cost implications and the extra time and inconvenience/loss of earnings needed to fit in with Council appointment times. I would ask the committee to consider the above points before making a final decision.</p> | | | |
| <p>We should be able to use our own preferred garages and mechanics to have any repairs done if required .otherwise we might have to wait to get them done. Also it will be taking business away from companies .</p> | N | See all responses at the end of this document. | Yes |
| <p>We have 2 MOT tests a year which are rigorously undertaken. It creates business for local garages. This would put some local businesses out of business. But you should provide us with a new booklet every time an amendment is made as part of the license we pay. These local businesses are regulated by VOSA, a legal requirement by the government. We have a good relationship with local garages who will do any minimal repairs we need to keep us legally on the road.</p> | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| Unreasonable restraint on trade. | N | Statement of opinion – however, see all responses at the end of this document. | Yes |
| Too far to travel | N/A | Comment – however, see all responses at the end of this document. | Yes |
| Too far away | N/A | Comment – however, see all responses at the end of this document. | Yes |
| This would mean that to have a vehicle tested in Scarborough, we would have to lose productivity time of 1.5 hours/vehicle in travel. Also, cost of fuel and in case of failure, there would be a repeat of. | N | See all responses at the end of this document. | Yes |
| This takes money out of the local economy and also removes the price competition element | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| <p>This proposal by Scarborough Borough Council (SBC) is totally unnecessary and somewhat illogical and the reasons provided by the Borough Council to use this particular area of land, which failed to be bought by Tesco's in 2014, for this purpose do not stand up and this proposal should be removed from the Draft Taxi and Private Hire Policy. To suggest to take away the option from all taxis and private hire owners across the Borough to use their local MOT test centres which provides both work and income for local businesses and their staff but then instead to have to use/travel to a SBC location in Scarborough twice a year and increase general level of exhaust emissions only in order for SBC to benefit purely from a funding perspective is an example of a council disconnected from the people whom elected them in the first place. In the draft document in paragraph 1.6 it states:- "The Objectives of Taxi and Private Hire Licensing have been revised and expanded to include a focus on driver and vehicle safety, safeguarding of children and the vulnerable, the prevention of crime and disorder and the promotion of tourism within the Borough" In Taxi and Private Hire Vehicle licensing best practice guidance 2 March 2010 Department for Transport is stated: - The aim of local authority licensing of the taxi and PHV trades is to protect the public. - Local licensing authorities should recognise that too restrictive an approach can work against the public interest - and can, indeed, have safety implications.</p> | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>No mention of "the promotion of tourism" Also how will what is proposed help "prevent crime and disorder within the Borough"? Having one test centre is also against Government guidelines with regards to the 'Number Of Testing Stations' where it is stated' "There is sometimes criticism that local authorities provide only one testing centre for their area (which maybe geographically extensive). So it is good practice for local authorities to consider having more than one testing station. There could be an advantage in contracting out the testing work, and to different garages. In that way the licensing authority can benefit from competition in costs. (The Vehicle Operators and Standards Agency - VOSA - may be able to assist where there are local difficulties in provision of testing stations." Jonathan Bramley, Scarborough Borough Council's Environment and Regulation Manager stated: " The consistency of existing MOT tests is of concern to us" surely if this is the case then SBC should be raising the issues with the relevant authorities to help safe guard everybody's safety? How much would SBC have to spend to have this new facility installed in order carried out inspections and MOT 600 vehicles within the 8 weeks allowed without impacting on taxi services in the Borough. Also there are some basic errors within the SBC draft policy document which only serves to reduce even further the public confidence of the authors of this proposal i.e. 1. On page section 1.14 it states that "this Policy has been developed in full consultation with all drivers, vehicles and operators" so SBC says it is able to hold consultations with vehicles? 2. On Licensed Driver Dress Code item 23 under Not Acceptable is listed 'Clothing that is free from holes and rips' 3. APPENDIX D PRINCIPLES WHEN CONSIDERING APPLICATIONS AND REVIEWS OF EXISTING LICENCES. Item 2 refers to 'the incident' where nothing before this refers to any specific incident.</p> | <p>N</p> <p>Y</p> | <p>See all responses at the end of this document.</p> <p>Noted and paras duly amended.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| This may be appropriate for Scarborough taxis but will lead to loss of earnings for Whitby taxis plus cost of fuel to go to Scarborough. There should be separate tests for Whitby. | N | Noted – however, see all responses at the end of this document. | Yes |
| This makes logistics harder and takes trade away from local businesses. | N | See all responses at the end of this document. | Yes |
| This is taking trade from other garages. If it is thought MOTs are wrong the garage should be investigated | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>This is a very sensitive subject amongst ALL drivers, AND ALL local garages! Since hearing about this, I have considered it greatly, and have discussed it amongst my colleagues, friends, family, and mechanics. First and foremost, it is feared that this will become a cartel, giving you the ability to maintain prices at a high level and restricting competition. There is very little profit in the Taxi / PH trade as it is, and it is through being loyal to our garages that allows us to run our vehicles safely, whilst keeping costs down. Secondly, I think should this proposal be passed, it will paint a very negative picture on local garages, it will suggest that the you, SBC, do not believe or trust that they are capable of MOTing effectively and accurately. This will take thousands of pounds a year out of our town, putting directly in to 'the system', and so will overhaul have a negative impact on Scarborough, and the businesses within. Thirdly, given the number of Taxi and PHVs in the borough, I seriously do not believe that the Council's Depot could cope with the number of MOT's required, bearing in mind they are all done twice a year, all in the same month(s). It is hard enough for the council to process DD badges in time for the 31/10 deadline, and that only involved paperwork, to physically examine and test a vehicle would put a huge strain on your resources!</p> | N | Noted that this is a sensitive subject, however, see all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>This does not even meet Government guidelines - "Number Of Testing Stations. There is sometimes criticism that local authorities provide only one testing centre for their area (which may be geographically extensive). So it is good practice for local authorities to consider having more than one testing station. There could be an advantage in contracting out the testing work, and to different garages. In that way the licensing authority can benefit from competition in costs. (The Vehicle Operators and Standards Agency – VOSA – may be able to assist where there are local difficulties in provision of testing stations." This is a restrictive practice, goes against SBC's general policy of using subcontractors, and discriminates against outlying area operators by increasing their costs. I am particularly concerned over Jonathan Bramley, Scarborough Borough Council's Environment and Regulation Manager comment "...The consistency of existing MOT tests is of concern to us..." - surely SBC should be raising this with the relevant authorities as it affects bot the taxi drivers and both private and business drivers.</p> | N | See all responses at the end of this document. | Yes |
| <p>There's enough garages to cover this in town And can do it more quickly</p> | N | Statement of opinion – however, see all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>There are various reasons why I do not agree which are as follows: 1. Distance from Whitby to Council Depot, 42 miles approximately 1hr and 30 minutes round trip; 2. Driver being out of operation for the travelling time plus the MOT time; 3. If the car fails its MOT then any repairs and retest are not immediately available; 4. If car fails MOT then it would have to be driven to our local garage, I am not comfortable with an MOT failure being driven; 5. Once the car is ready for retest it maybe days before one is available taking car and driver off the road. Finally an MOT is the same wherever it is carried out the standards are set by the Ministry of Transport and all cars are tested against those standards. They are logged centrally so access is available to the council at all times to ensure a vehicle has a current valid certificate. I would understand the requirement if there was some sort of special Taxi MOT test that was only available at the council depot, but this is not the case.</p> | N | See all responses at the end of this document. | Yes |
| <p>The income generated will not cover the set up and running costs. It will affect the local economy taking away business from local garages. If there has been a problem why has this not been addressed through the proper channels in place with VOSA.</p> | N | Noted – however, see all responses at the end of this document. | Yes |
| <p>The council issues the licenses, it follows that they undertake the tests and compliance checks</p> | N | Noted – however, see all responses at the end of this document. | Yes |
| <p>The council have not demonstrated an ability to carry out this task to a higher level than a private contractor.</p> | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Taking work away from local firms | N | Statement of opinion – however, see all responses at the end of this document. | Yes |
| <p>Surely it is more to the point that the garage who have issued the MOT for a vehicle which is found to be defective, shortly after the MOT, should be dealt with by the appropriate authority. Other vehicles apart from private hire cars and hackney carriages could also be being given MOT certificates when they do not meet the full MOT criteria. Also garages around Scarborough are going to be denied remuneration for carrying out twice yearly MOTs on private hire cars and hackney carriages, which could amount to a considerable sum. All my cars are dealt with at the same garage, for all necessary work. They, as well as myself have a full record of all work carried out on my vehicles, including MOTs. If no faults have been found following MOTs, why should my cars have to go to an alternative garage.</p> | N | See all responses at the end of this document. | Yes |
| Price! | N | Comment – however, see all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>PLEASE READ ALL OF THIS - I DO NOT AGREE. But, I can understand why the LA wants to bring this in, due to certain private hire operators owning their own garages! But let's not forget, the vast majority of private hire drivers I know, really take a pride in their vehicles, getting them repaired immediately when something goes wrong - and I feel most strongly that the majority should not be penalised for the minorities wrong doing! We all use our different local garages and once again 99% are law abiding, honest people. This new rule really doesn't make the Council look good, as you are basically saying that all local MOT testing stations are not to be trusted. Another factor is that, a drivers local garage, will drop most things to accommodate us as to when work can be carried out - for example, on our days off etc. and if a car does fail on whatever fault is found, will move heaven and earth to get the car rectified and back on the road asap. There is no way on earth, one garage, as in Dean Road Council depot can adopt the same approach. Are extra mechanics going to be employed over the inspection and MOT periods in March, April, September and October? And what guarantees can the council offer in the way of timescale in having a re-test when needed? As a level headed person who likes to see both sides of the argument, I really think this is a point that should be forgotten.</p> | N | See all responses at the end of this document. | Yes |
| <p>Not convenient for those drivers from Whitby. I have the right to take my vehicle to a garage of my choice. If the Council have an issue with an MOT station report that station to VOSA. I feel this is an excuse to try to make more money from drivers and is not to improve standards.</p> | N | Comment – however, see all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| Not against the idea, but I would have thought that a legitimate certificate would suffice. | N | Comment – however, See all responses at the end of this document. | Yes |
| No sounds like another way for the council to make money, there are plenty of reputable garages in Scarborough which will also provide employment | N | Statement of opinion – however, see all responses at the end of this document. | Yes |
| No because the small garages depend on our business in the winter months | N | See all responses at the end of this document. | Yes |
| My garage and many others have provided a first class MOT testing over many years. If a failing has taken place sort the particular garage out and not blame the others. | N | Comment – however, see all responses at the end of this document. | Yes |
| MOTs should be done in Whitby for Whitby Taxi Firms | N | Statement of opinion – however, see all responses at the end of this document. | Yes |
| MOT tests should be carried out by local/small garages. These garages have to make a living. They all pay business rates and should be allowed to make a profit. Taxis should have a choice of MOT stations. | N | Comment – however, see all responses at the end of this document. | Yes |
| MOT tests should be carried out at a registered MOT testing station. I do not agree with paragraph 3.4 | N | Comment – however, see all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| MOT tests can be made at any MOT registered garage. It is taking trade away from them if MOTs are held at the council garage. However, compliance checks should only be at council depots | N | Comment – however, see all responses at the end of this document. | Yes |
| MOT testing stations and testers are regulated by the same body who will regulate the Council's station and testers plus a large amount of money will be removed from the local economy. | N | See all responses at the end of this document. | Yes |
| Long distance to travel | N | Comment – however, see all responses at the end of this document. | Yes |
| Letter enclosed | N/A | Presume this letter is from S&DTA – in which case, see all responses at the end of this document. | Yes |
| It's taking away the drivers freedom of choice as to which local garage they use, the local garages in Scarborough depend on the revenue the Taxi/Private hire vehicles produce twice a year for the MOT tests. I personally think it is totally unfair of SBC to try and take the revenue produced by these MOT tests out of the local economy and cash in on it for their own interests | N | See all responses at the end of this document. | Yes |
| It will take trade away from local garages, at the moment I can search for cheapest MOT station | N | See all responses at the end of this document. | Yes |
| Isn't it acceptable to provide local businesses with a "Code of Practice" as opposed to depriving them of this work? | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Is the Council saying MOT centres are not up to scratch? The Council will be able to set any price it wishes. | N | See all responses at the end of this document. | Yes |
| Independent testing must be undertaken. We must be aware of the whistle blowing on corruption within the council therefore until the outcome of the independent enquiry is published the Council should ensure no employee is given the opportunity to be bribed. | N/A | Statement of Opinion – however, see all responses at the end of this document. | Yes |
| Increased unnecessary costs for smaller firms, unfair to local garages who do an excellent job. | N | See all responses at the end of this document. | Yes |
| I'm not against the idea, but wonder if it is really necessary as long as everything is in order. | N | See all responses at the end of this document. | Yes |
| If it was really for safety reasons then the garages that had passed faulty cars should be reviewed, not the whole trade. This is going to put massive issues into an already difficult business. | N | See all responses at the end of this document. | Yes |
| I trust my mechanic 100 per cent to carry out work to a high standard and do not wish to take work away from him or any other small business. | N | See all responses at the end of this document. | Yes |
| I think this is unfair to Whitby taxi operators as they don't get paid for travelling loosing time pay and petrol | N/A | Statement of opinion – however, see all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| I think the LA should not be 'judge' and 'jury' | N/A | Statement of opinion – however, see all responses at the end of this document. | Yes |
| I prefer to use my own choice of MOT test station and the ability to pay how and when I choose, not to be dictated to by the Council | N | See all responses at the end of this document. | Yes |
| I don't believe that logistically this will be possible | N/A | Statement of opinion – however, see all responses at the end of this document. | Yes |
| I do not believe you should be taking money off of local businesses | N/A | Statement of opinion – however, see all responses at the end of this document. | Yes |
| I do not agree with this requirement because I live in Sleights which would require a journey to Scarborough for the MOT to be carried out. Also I have used a local garage to carry out my MOT and I find his services very good. | N | See all responses at the end of this document. | Yes |
| I do not agree with this requirement as for people like ourselves who work in and around Whitby it will mean a trip to Scarborough, twice a year for the MOT. The local garage who carries out our MOT is very good and reliable. | N | See all responses at the end of this document. | Yes |
| I disagree as doing this will take money away from local businesses. | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| I believe this will incur unreasonable expense on the operators. Local MOT stations will lose business. | N | See all responses at the end of this document. | Yes |
| I believe the present system is fine and any problem garages should be reported to VOSA. The Council would be free to charge any amount they wished for the test. Taking away the right for the driver to find a better deal. | N | See all responses at the end of this document. | Yes |
| I am personally satisfied by the levels of service and standard of the MoT undertaken by my chosen garage. For the Council to imply that MoT garages licensed and checked by a Government organisation are not up to the standards required by SBC is quite honestly scandalous and I would not be at all surprised if the Ministry of Transport decided to revoke the Council's licence to carry out the required checks ON THEIR OWN VEHICLES. I understand that a major proprietor, who it appears the Taxi Licensing department have issues with, has all his vehicles tested by local independent businesses, so I do not understand the reason why they insist on attempting to bring in this measure. I believe in a free democracy and I should be allowed to go to any business of my choice for the Mot Service. I do not believe in cartels or monopolies which is what the Council are trying to bring in. | N | See all responses at the end of this document. | Yes |
| DVSA controls all test stations with spot checks. The council depot failed the spot check in 1999 | N | See all responses at the end of this document. | Yes |
| Depriving local garages work, extra time/expense taking vehicles to Scarborough | N/A | Statement of opinion – however, see all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| Completely ridiculous. I live 1 hour away from Scarborough. Shocking idea | N/A | Statement of opinion – however, see all responses at the end of this document. | Yes |
| Challenging the integrity of VOSA. Taking valuable income off legitimate business ratepayers in the community who rely on taxi companies for their existence in these days of austerity. | N/A | Statement of opinion – however, see all responses at the end of this document. | Yes |
| But not twice yearly. | N | See all responses at the end of this document. | Yes |
| Because it costs money to come to Scarborough | N/A | Statement of opinion – however, see all responses at the end of this document. | Yes |
| As this undermines the current laws re VOSA Application Test Stations and is not practical to do so, and why are SBC mechanics more equal than all other mechanics to carry out MOTS other than for financial gain to the Borough. It also deprives local garages of much needed income. | N | See all responses at the end of this document. | Yes |
| As long as it's legal shouldn't matter on testing station ref. Just one depot would result in a long waiting time and potentially stop drivers running if it lapsed. | N | See all responses at the end of this document. | Yes |
| A separate letter to explain our objections is being sent. | N/A | Presume this letter is from S&DTA, in which see all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| <p>120 of the following comment were received.</p> <p>Strongly disagree on basis of cost, deadlines, practicability, purpose and monopoly. Also question the Council's motive on this. See continuation under 'Additional comments'.</p> | N | See all responses at the end of this document. | Yes |
| <p>All MOT stations are controlled by VOSA to uphold standards as will the Council's facility & the choice must be left to the individual, this also prevents any bunching & delays.</p> | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| <p>The time that it would take for all licensed vehicles to be tested at one testing station would fall outside the time line already set out in policy and that is even if all vehicles past when presented for test. Drivers from Filey and more so from Whitby would have up to three hours just to take vehicles for an MOT. At the moment I can take my private hire/taxis into my local garage which has ministry approved testers to test my vehicles and if they do fail for any reason I can have it repaired on the day as the garage which will work as late as needed to ensure the vehicle is fit for purpose. This service would not be available at the council testing station and vehicles would be off the road not only till they could be made fit but until another appointment would be available. I don't believe that councils that have undertaken MOT's have had any significant improvement in the numbers of vehicles without defects during random inspections. I would rather have more MOT's in a year than implement something that will not improve safety but just lessen the workload on licensing officers and move it onto the drivers and operators who already work very hard and in a lot circumstances with some very difficult people. Trying to have a replacement vehicle licensed, in the event of an accident, at the moment takes long enough but if they had to be tested at the council depot would take even longer. All MOT examiners are trained to a standard set by the ministry and no examiner can fail a component because it might not work in the coming months only on how fit it is at the time of test. When vehicles are stopped and fail random inspections the mileage from the last test and which MOT station it was tested at to see if there is a pattern the MOT station should be reported.</p> | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| We should have freedom of choice | N/A | Statement of Opinion – however, See all responses at the end of this document. | Yes |
| I should be able to get my MOT done at any garage I choose as I am the one who pays the fee | N | Comment – however, see all responses at the end of this document. | No |
| The number of taxis in Whitby is so great that the checkers should come there | N/A | Comment – however, see all responses at the end of this document. | No |
| It is the operator's choice at what garage they go do. It comes down to what price you pay and get it done for. | N | Comment – however, see all responses at the end of this document. | No |
| I think you should be able to take your ???? to your garage to get it MOT | N | Comment – however, see all responses at the end of this document. | No |
| I believe in using local garages. | N/A | Statement of Opinion – however, see all responses at the end of this document. | No |
| I believe and trust in my local garage. | N/A | Statement of Opinion – however, see all responses at the end of this document. | No |
| Businesses taken away from other garages they are a legal test after all | N | Comment – however, see all responses at the end of this document. | No |
| An MOT is an MOT wherever it is undertaken, the Council should not have this right. If imposed, what will be the charge? Will be inconvenient to drivers of vehicles, being told when to come in, rather than book tests in own time! | N | See all responses at the end of this document. | No |

| Taxi and Private Hire Policy Question 3.3 & 3.4 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| Whitby drivers can lose one or at least half a day's wages. Will the council compensate? Why can't a local nominated garage do the same job? | N | See all responses at the end of this document. | No |

Paragraph 3.6. Applicants for new hackney carriage vehicle licences shall now be expected to demonstrate a bona fide intention to ply for hire in the Borough of Scarborough.

Do you agree with this requirement?

| Taxi and Private Hire Policy Question 3.6 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| Why would you apply for a licence and not work in Scarborough | N/A | Comment – This is due to legislation which permits a hackney carriage licensed in local authority A to undertake private hire work in local authority B. This generally occurs where there is a perceived benefit to obtaining a licence from local authority A, such as cost, vehicle requirements etc. | Yes |
| Very difficult to police this point with the technical innovations such as 'App's'. | N/A | Comment – Agreed however applicants shall be expected to demonstrate a bona fide intention to ply for hire within the Borough of Scarborough. | Yes |
| The Borough is a little limiting. (and district) should be considered | N/A | Comment – Unsure of comment however the Borough of Scarborough encompasses, Whitby Filey and outer lying villages. | Yes |
| Taxi is either Hackney or private. This option will confuse the customer and would be difficult to keep tabs on. | N/A | Comment - Hackney carriages are permitted by law to stand for hire at a taxi rank or can be hailed in the street in the administrative area of the Council with which it is licensed. In addition a hackney carriage may | Yes |

| | | | |
|---|-----|--|-----|
| | | also undertake pre-booked journeys anywhere in the country. | |
| Not sure, not a hackney driver. | N/A | Comment | Yes |
| No idea what this means... | N/A | Comment – This is due to legislation which permits a hackney carriage licensed in local authority A to undertake private hire work in local authority B. This generally occurs where there is a perceived benefit to obtaining a licence from local authority A, such as cost, vehicle requirements etc. | Yes |
| It is not the business of Scarborough Council to restrict trade. | N/A | Comment – The LA is not seeking to restrict trade, but simply to ensure applicants for new hackney carriage vehicle licences demonstrate a bona fide intention to ply for hire in the Borough of Scarborough. | Yes |
| I am a private hire vehicle license holder | N/A | Comment | Yes |
| How does one provide an intention? | N/A | Comment – This take the form of a declaration included within the application form. | Yes |
| Don't agree if this is not too include telephone work. Agree they should work off the tank but also do telephone work | N/A | Comment – The LA is not seeking to restrict hackney carriages undertaking private hire work, but simply to ensure applicants for new hackney carriage vehicle licences demonstrate a bona fide intention to ply for hire in the Borough of Scarborough. | Yes |
| As a private hire car driver this is no concern to me whatsoever | N/A | Comment | No |

Not sure does it really matter surely if they ply for trade elsewhere as they are Scarborough drivers won't they by default always have the effect of bringing trade to Scarborough?

N/A

Comment – Not necessarily given that once licensed a hackney carriage may undertake private hire work anywhere in the country.

No

Paragraph 4.2. A requirement has been placed on applicants for an operator's licence to produce a basic criminal disclosure certificate at the point of application.

Do you agree with this new requirement?

| Taxi and Private Hire Policy Question 4.2 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| This should be a higher level. Enhanced check as dealing with young and vulnerable adults. These should then be reviewed against the job criteria. | N | On the basis that operators do not have the same level of contact with passengers as drivers, a basic criminal disclosure certificate is considered appropriate. | Yes |
| This is difficult to answer as I would not know how difficult a criminal disclosure certificate is to obtain. If it is easy then I would say yes | N/A | Comment – A basic disclosure certificate can easily be applied online at a reasonable cost. | Yes |
| Once in the vehicle the passenger is at the whim of the driver | N/A | Comment – It is for this reason that drivers continue to provide enhanced criminal disclosure certificates. | Yes |
| If the person has served his or her sentence to the letter of the law, then that person has done what the law states and should not be required, unless a very serious crime has been committed, to offer any obligatory information to the authority. | N/A | Comment – Unlike drivers who are exempt from the provisions of the Rehabilitation of Offenders Act, operators are not exempt and therefore any matters considered spent under the Rehabilitation of Offenders Act would not appear on a basic criminal disclosure certificate. | Yes |

| Taxi and Private Hire Policy Question 4.2 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| Why when a DBS is part of the applicants application | N/A | Comment – The requirement for an enhanced criminal disclosure certificate only applies to drivers. Therefore unless the operator is also a driver they are not presently obliged to provide a certificate. | No |
| NYSCB would also like operators to undertake mandatory training in Child Protection and Child Sexual Exploitation. This can be offered free of charge via e-learning www.safeguardingchildren.co.uk | N/A | Comment – Drivers already undertake mandatory safeguarding training which covers a broad range of topics. However this information will be forwarded to the coordinator of the course for information. | No |
| No, drivers come into contact with often vulnerable individuals in a relationship of absolute trust, therefore safety has to be foremost. All drivers should be subject to a minimum enhanced DBS check update procedure every 6 months and the same standards that County imposes on individuals such as Social Workers should apply here. It would beggar belief that a child might for example experience a school environment, whereby all the staff they encounter have a enhanced DBS check yet the person perhaps spending many hours across the course of a week transporting them to school (alone) on an individual basis is not subject to the same checks. Indeed, thoroughly checking individuals at this stage might avoid other problems outlined in this policy, even minor down the line. | N/A | Comment – This section applies to operators, drivers are already required to produce an enhanced criminal disclosure certificate upon application and then every 3 years. In addition drivers are also required to inform the LA of any cautions, convictions etc. received during the intervening period. | No |

Appendix A-3. A requirement has been placed on applicants for a driver's licence to subscribe to the Disclosure and Barring Service Update Service. This allows the Council to check a drivers criminal disclosure record for changes electronically.

Do you agree with this requirement?

| Taxi and Private Hire Policy Question A-3 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| Work should be done to liaise with NYCC on this point. | N | This has been discussed with NYCC who at the present time are not using the DBS update service. | Yes |
| The current system works well. | N/A | Comment – The DBS update service improves on the current system by providing an instantaneous check of a disclosure whilst also negating the need for a driver to attend the Council Offices to complete the paper application form. | Yes |
| North Yorkshire County council don't use the updating service so would mean more expense a lot of drivers | N/A | Comment - The LA is aware NYCC does not currently use the update service. However the LA believes the benefits of the update service to drivers outweigh the relatively low annual cost. | Yes |
| Most probably yes but how does this requirement affect the recent change to the granting of a 3 year licence to the over 65s | N/A | Comment – This proposal in no way effects the move to 3 year licence for those drivers over 65 years of age. | Yes |

| Taxi and Private Hire Policy Question A-3 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| If this requirement is applicable to all council employees, yes, if not no. | N/A | Comment – Whether this requirement applies to Council employees has no bearing on whether it should apply to drivers. | Yes |
| I would say yes if there is no fee for this service. | N/A | Comment – There is an annual fee for the service, however over the 3 year licence period this amounts to less than the fee paid for a single DBS check. | Yes |
| I believe it should be the individuals choice although I do think it is a good idea | N | Comment - Given the update service is cheaper over the 3 year licence period, coupled with the other benefits of the service, the LA considers that it is in the best interest for all drivers to subscribe. | Yes |
| For the sake of £12 per year, I cannot understand why everyone doesn't already do this. | N/A | Comment | Yes |
| Because they have to be informed of any changes anyway | N/A | Comment – unsure exactly how this relates. | Yes |
| As long as this subscription, that costs us money, replaces the DBS charge we have a badge renewal. | N/A | Comment – Correct, the annual charge will replace the DBS charge at licence renewal. | Yes |
| After the next round of checks. | N/A | Comment – The LA is aware that not all drivers subscribed to the update service following the recent driver renewals. These drivers will therefore be required to subscribe at the next licence renewals. | Yes |

| Taxi and Private Hire Policy Question A-3 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>120 of the following comment were received.</p> <p>The DBS certificates for licence renewals have now all been applied for. Drivers have been applying for their new DBS certificates from May 2016 to ensure they would arrive in time. As the update service can only be activated within 10 days of receiving a new DBS, this now excludes all current drivers unless they re-apply for a new DBS at considerable cost. If this is to become policy it would have to be deferred until 2019. Also, the majority of Private Hire drivers also do contract work for NYCC. They currently have no plans to use the update service thereby requiring a new DBS application every 3 years. This currently runs in line with SBC renewals, so again, the update service would incur additional costs to the driver.</p> | N | <p>Comment – The LA is aware that not all drivers subscribed to the update service following the recent driver renewals. These drivers will therefore be required to subscribe at the next licence renewals.</p> | Yes |
| <p>Drivers licence is an Americanism - We have driving licences in the UK.</p> | N/A | <p>Comment</p> | No |

Appendix B-6. Conditions relating to how drivers conduct themselves have been thoroughly revised and expanded.

Do you agree with the amended conditions on driver conduct?

| Taxi and Private Hire Policy Question B-6 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| What does this mean (Drivers conduct themselves been thoroughly revised and expanded) | N/A | Comment – This means that the sections of the Policy outlining how drivers should conduct themselves have been reviewed and amended. | Yes |
| What are they....? | N/A | Comment – The relevant conditions concerning conduct can be found at paras 6 - 21 of Appendix B to the Policy. | Yes |
| What about how the public conduct themselves. | N/A | Comment – The LA is unable to prescribe how members of the public should conduct themselves. | Yes |
| The word 'advancement' is not appropriate in this context. The word 'advances' is the appropriate replacement. | Y | Agree and amended accordingly. | Yes |
| The word "Reasonable" is used a lot, define "Reasonable"? I believe the majority it not all drivers are reasonable, however what is considered perfectly reasonable to one person may not be reasonable to another. | N/A | Comment – In the majority of cases the LA considers it is possible to determine, after consideration, the reasonableness of an action or behaviour etc. | Yes |
| Really surly this goes without saying | N/A | Comment – On a number of occasions drivers have conducted themselves in what the LA considers to be an unacceptable manner, necessitating the need for expanded conditions on driver conduct. | Yes |

| Taxi and Private Hire Policy Question B-6 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| It is not the business of the council to tell people how to go about n their own business. | N/A | Comment – On a number of occasions drivers have conducted themselves in what the LA considers to be an unacceptable manner, necessitating the need for expanded conditions on driver conduct. | Yes |
| I agree with everything you have proposed here, except I feel it needs to be expanded to include "...with the customer at the time of the fare" or something like that. I only mention it because I met my wife 6 years ago when she got in to my PHV 3 times in one evening. On the last journey she asked for my number, and the rest is history! | N | After consideration the LA does not believe additional wording is necessary should this situation arise in the future. | Yes |
| However we feel that any interview etc. should be held with an independent person present. | N/A | Comment – Requests may always be made to the LA should an individual wish to bring a third party to an interview, as is currently the case. | Yes |
| Drivers should be interviewed by independent department not licensing | N/A | Comment – The Licensing Authority is the body responsible for administering taxi and private hire services including the investigation of matters which may require an interview. Requests may always be made to the LA should an individual wish to bring a third party to an interview, as is currently the case. | Yes |

| Taxi and Private Hire Policy Question B-6 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>14 passengers alighting from the vehicle onto the road. Most of the time passengers will alight the vehicle in a safe manner but if you are carrying 4 female passengers on a night out I believe it would be offensive to ask someone in a short skirt to shuffle across the back seat to alight from the other side of the car. This may also be offensive to larger passengers</p> | N | <p>Allowing passengers to alight into a road poses an unacceptable level of risk regardless of the circumstances. Where it is not feasible for a passenger to alight onto a pavement, the driver should seek an alternate safe zone for passengers to alight.</p> | Yes |
| <p>I do, but let's make sure that a driver who has been thoroughly checked and monitored, also has some checks and balances that they can use to stop them being subject to minor trivial accusations that are issued by disgruntled and picky passengers. Give drivers an opportunity to have their say before any ban might be imposed.</p> | N/A | <p>Comment – Drivers are always afforded the opportunity to give their version of events follow the receipt of a complaint. The procedures followed where a complaint is received against a licence holder are outlined at paras 6.5 – 6.7 of the Policy.</p> | No |
| <p>What are the new conditions</p> | N/A | <p>Comment – The relevant conditions concerning conduct can be found at paras 6 - 21 of Appendix B to the Policy.</p> | No |

Appendix C - 1. Conditions relating to the conduct of operators have been included as well as additional responsibilities in relation to the licensed drivers accepting work from them.

Do you agree with the new conditions?

| Taxi and Private Hire Policy Question C-1 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>Safeguarding certificates should be the responsibility of licensing to ensure the driver they have licensed have the relevant qualifications. To ask the hirers home address is not acceptable especially when the hirer is on holiday and most people would ask why you require this. Any change of details should be the responsibility of the driver to inform licensing</p> | <p>Y</p> | <p>Agree that the LA should have primary responsibility in regard to safeguarding training. Para 7 of App 7 amended to state <i>"It is the responsibility of the operator to ensure that all drivers operating under their licence have undergone the Safeguarding Training"</i>.</p> <p>Agree that the address of the hirer is not necessary – para 23 App C amended accordingly.</p> <p>The LA still considers it important from a safeguarding perspective that an operator informs the LA when a driver's contact details change. However Para 5(b) of App C has been amended to include <i>"if known"</i>.</p> | <p>Yes</p> |

Appendix D. The principles used when considering applications and reviews of existing licences have been thoroughly revised and expanded upon.

Do you agree with the revised principles?

| Taxi and Private Hire Policy Question D - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| What are they....? | N/A | Comment – The principles are included at Appendix D to the Policy. | Yes |
| This should be in line with DVLA penalties - allowing drivers to resume their work. | N | Comment – The LA considers taxi drivers to be professional drivers, in addition they are regularly placed in positions of trust and responsibility. As such it is necessary for the LA to have detailed and extensive principles to ensure an applicant or an existing licence holder is a fit and proper person. | Yes |
| Not sure | N/A | Comment | Yes |
| Not enough rank spaces in Whitby | N/A | Comment – This comment does not relate to this section of the Policy. | Yes |
| More red tape | N/A | Comment – The LA considers taxi drivers to be professional drivers, in addition they are regularly placed in positions of trust and responsibility. As such it is necessary for the LA to have detailed and extensive principles to ensure an applicant or an existing licence holder is a fit and proper person. | Yes |

| Taxi and Private Hire Policy Question D - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| I think the current DBS, medical and examination of vehicle is sufficient for license renewals | N | Comment – The LA considers taxi drivers to be professional drivers, in addition they are regularly placed in positions of trust and responsibility. As such it is necessary for the LA to have detailed and extensive principles to ensure an applicant or an existing licence holder is a fit and proper person. | Yes |
| D2 refers to 'the incident' but the existence of an 'incident' has not been introduced. | Y | Agree and paragraph amended accordingly | Yes |
| 46 if the police have imposed a ban then this ban should be the time which a driver can't drive and not 5 years | Y | Comment – The LA considers taxi drivers to be professional drivers, in addition they are regularly placed in positions of trust and responsibility. However after consideration it has been decided to reduce the period from 5 years to 3 years, on the basis that this still represents a reasonable period of time to have passed since the restoration of the DVLA licence. | Yes |

| Taxi and Private Hire Policy Question D - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>120 of the following comment were received.</p> <p>Failure to disclose minor motoring offences not reported through ignorance rather than intent it mislead or deceive should not be refused a renewal. Drivers who accrue more than 6 points over the duration of their licence should each be judged on their own merit. Totting up procedure for speeding and minor motoring offences should not lead to a disqualification BEYOND the disqualification set by the courts. 5 years is an excessive exclusion period (D46) for accrued minor offences.</p> | Y | <p>Comment – The LA considers taxi drivers to be professional drivers, in addition they are regularly placed in positions of trust and responsibility. However after consideration it has been decided to reduce the period from 5 years to 3 years, on the basis that this still represents a reasonable period of time to have passed since the restoration of the DVLA licence.</p> | Yes |
| <p>What are they</p> | N/A | <p>Comment – The principles are included at Appendix D to the Policy.</p> | No |
| <p>Too long winded</p> | N/A | <p>Comment – The LA considers taxi drivers to be professional drivers, in addition they are regularly placed in positions of trust and responsibility. As such it is necessary for the LA to have detailed and extensive principles to ensure an applicant or an existing licence holder is a fit and proper person.</p> | No |

Appendix E. The exemption for purpose built hackney carriages to remain licensed beyond 8 years provided they remain mechanically sound has been removed.

Do you agree with this amendment?

| Taxi and Private Hire Policy Question E - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Would suggest 5 years as a maximum. Seats/Seat Belts, Carpets & Upholstery begin to look jaded if the vehicle is operated beyond 8 years old. | N | Comment | Yes |
| What about private hire what's the difference! | N/A | Comment – There is no difference between hackney carriage vehicles and private hire vehicles in terms of permissible ages, with the exception of purpose built hackney carriages (the removal of which is proposed). | Yes |
| This should only apply to new taxi cabs not ones already in use by the old rule | N | Comment – At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. | Yes |
| This removes an incentive to use durable vehicles. | N/A | Comment – At present there are no purpose built hackney carriages licensed by the LA. In the past purpose built hackney carriages have represented only a very small percentage of the fleet. | Yes |

| Taxi and Private Hire Policy Question E - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| This puts financial strain on some taxi firms | N/A | Comment – At present there are no purpose built hackney carriages licensed by the LA, therefore it should not impact financially on any firm. | Yes |
| This proposal is quite wrong as purpose built Taxi's are quite expensive anything between 28k & mid 30s k. This amount in a town this size given the down time' is not justified | N | Comment – At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. | Yes |
| This needs clarification | N/A | Comment – At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. | Yes |
| They must be mechanically sound, bodily sound, clean and tidy and comfortable. | N/A | Comment | Yes |
| There is no reason why a vehicle cannot stay licensed up to at least 10 years as regular MOTs and checks make this OK. Lots of others allow this. | N | The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |

| Taxi and Private Hire Policy Question E - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>There is a higher cost for purchasing a purpose-built vehicle, and the build quality for vehicles now being produced is far higher than it was 10 years ago. There is no reason why a properly serviced and maintained vehicle should not remain in a fully usable condition for many years. If the 8 year restriction is imposed drivers replacing their vehicle will be unlikely to purchase a purpose built vehicle as it may be impossible to cover the additional purchase and maintenance costs over the 8 year period.</p> | N | <p>At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. In addition the LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet.</p> | Yes |
| <p>The cost of these vehicles is prohibitive</p> | N/A | <p>Comment</p> | Yes |
| <p>Scarborough needs w/c accessible vehicles. Why would anyone spend £28,000 on a w/c vehicle if it stays on the road the same amount of time as at £4,000 car? They cost more to run as it is</p> | N/A | <p>Comment – The LA does not propose to amend the current age limits in respect of wheelchair accessible vehicles. Wheelchair accessible vehicles must be less than 5 years old from the date of first registration and may continue to be licensed until 10 years from the date of first registration.</p> | Yes |
| <p>Provided the vehicle is mechanically sound and in general good repair, given the cost of purpose built vehicles, a longer licensing period does not seem unreasonable.</p> | N | <p>At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. In addition the LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet.</p> | Yes |

| Taxi and Private Hire Policy Question E - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| On environment and sustainability grounds, if a vehicle is sound / reliable / roadworthy etc. and the regulations, e.g. regarding emissions have not changed, why scrap it? | N | At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. In addition the LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |
| Not financially viable | N/A | Comment | Yes |
| Nobody will invest £30-40000 in a WAV vehicle if it can only be used for 8 years. | N/A | At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. | Yes |
| Needs clarifying in the document that it is only the words 'Purpose Built' that have been removed. | N/A | Comment – This will be further clarified in the report to the Licensing Committee. | Yes |
| Maybe all licensed vehicles can be longer than 8 years if in good condition | N | The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |
| Just my opinion | N/A | Comment | Yes |

| Taxi and Private Hire Policy Question E - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| It should state that purpose built HC vehicles can be licensed the same as a WAV and remain licensed until 10 years old | N | At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. In addition The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |
| It should be a level playing field for all vehicles - private hire or hackney carriage. The 8 year age restriction should apply to all vehicles, including WAVs. | N | There is no proposal to amend the age limits in respect of wheelchair accessible vehicles. This is to reflect the higher purchase costs associated with these vehicles. | Yes |
| Is there a problem with vehicles being MOT'd by the council system. If so then any self-employed person will seek either exemption from council insisting on it providing an MOT certificate, or contest any decision to be made to do so. | N/A | This comment does not relate to this paragraph. | Yes |
| In enclosed letter | N/A | Comment | Yes |
| If the vehicle is sound it just forces people to spend money on a new vehicle for no good reason. | N/A | Comment - The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |

| Taxi and Private Hire Policy Question E - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>If the vehicle is mechanically sound it should be possible to re licence. Buying purpose built Hackney carriages should be encouraged and supported.</p> | <p>N</p> | <p>Comment - At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. In addition The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet.</p> | <p>Yes</p> |
| <p>If the taxi is sound, it's OK.</p> | <p>N</p> | <p>At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. In addition The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet.</p> | <p>Yes</p> |
| <p>If the car can pass a MOT its safe to drive</p> | <p>N</p> | <p>At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. In addition The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| If a vehicle is mechanically sound and in good order, I believe 10 years is reasonable | N | The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |
| If a vehicle is kept roadworthy and passes all relevant checks age should not be a consideration. This could also prevent some drivers from continuing to work if they cannot afford a new vehicle | N | The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |
| If a vehicle is fit and roadworthy, why should it be removed? | N | The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |
| I am an owner/driver of a purpose built wheelchair accessible vehicle the running costs alone are way more than a car, to buy a new vehicle in today's market you would be looking £30k compared to a average car @ £15k so if the I were to have to replace my purpose built Taxi every 8/10 years same as a car why would I lay out £30k I would go for the cheaper option earn similar money and the disabled people of Scarborough would lose out on another wheelchair accessible Taxi !! (5 purpose built wheelchair accessible Taxis in Scarborough) | N/A | Comment - At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. In addition The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |

| Taxi and Private Hire Policy Question E - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Cost and accessibility for the disabled passengers maybe reduced | N/A | Comment - At present there are no purpose built hackney carriages licensed by the LA. There is however a number of modified vehicles currently licensed which do not benefit from this exemption. It is anticipated that this proposal will result in a significant reduction in the number of wheelchair accessible vehicles. | Yes |
| As there aren't enough purpose built cars that are licenced. | N/A | Comment | Yes |
| As long as the vehicle is mechanically sound I don't see why they shouldn't remain licensed | N/A | Comment - The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |
| As long as it's road worthy a time delay is inappropriate, if passed it should be for buses also. Look at the state of some buses running in the Borough. | N | Comment - The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |
| All vehicles should be able to be used longer if the vehicle is still clean and tidy and mechanically sound ,as in a lot of other towns and cities. | N | Comment - The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | Yes |
| To be honest if a vehicle passes its MOT and visible inspection, its age should not be a factor | N | Comment - The LA considers that at 8 years the majority of licensed vehicles are ready to be retired from the fleet. | No |

Appendix E-9. The condition regarding acceptable window tints has been amended to state 'have sufficiently transparent windows so as not to compromise road safety and comply with current legislation'.

Do you agree with this amendment?

| Taxi and Private Hire Policy Question E-9 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Would suggest that they are not tinted, enabling other drivers to see clearly what the taxi drivers intentions are. | N | Given the majority of new vehicles are manufactured with tinted windows as standard, the LA considers the cost to the trade of replacing vehicle windows with non-tinted glass, appears to outweigh any perceived public safety benefits in this regard. | Yes |
| Windows should not be tinted | N | Given the majority of new vehicles are manufactured with tinted windows as standard, the LA considers the cost to the trade of replacing vehicle windows with non-tinted glass, appears to outweigh any perceived public safety benefits in this regard. | Yes |
| Only vehicles who's windows are manufactured should be used. | N/A | Comment | Yes |

| Taxi and Private Hire Policy Question E-9 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| No tints | N | Given the majority of new vehicles are manufactured with tinted windows as standard, the LA considers the cost to the trade of replacing vehicle windows with non-tinted glass appears to outweigh any perceived public safety benefits in this regard. | Yes |
| Most luxury cars have tints and client comfort will be compromised | N/A | Comment – This proposal seeks to relax the current condition regarding tinted windows, rather than prohibit tinted windows. | Yes |
| Lots of new vehicles have tinted rear windows which do not have any reduced vision looking out. | N/A | Comment – Agree and this proposal seeks to relax the current condition regarding tinted windows, rather than prohibit tinted windows. | Yes |
| If the care is factory fitted with windows when new | N/A | Comment | Yes |
| If a car comes with manufactured tinting - this should be allowed. Nearly all cars come with rear window tinting and would prove very costly to have these changed. | N/A | Comment – Agree and the LA considers the cost to the trade of replacing vehicle windows with non-tinted glass appears to outweigh any perceived public safety benefits in this regard. | Yes |

| Taxi and Private Hire Policy Question E-9 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| All windows should be clear, so anybody can see If the taxi is taken and how many are inside | N | Given the majority of new vehicles are manufactured with tinted windows as standard, the LA considers the cost to the trade of replacing vehicle windows with non-tinted glass appears to outweigh any perceived public safety benefits in this regard. In addition the LA receives very few allegations of licensed vehicles exceeding the maximum number of persons permitted to be carried. | Yes |
| All new cars are supplied with tinted windows surly they comply with road safety | N/A | Comment – Agree and this proposal seeks to relax the current condition regarding tinted windows, rather than prohibit tinted windows. | No |

Appendix E-11. The minimum acceptable tyre tread depth for a licensed vehicle has been increased from the legal minimum of 1.6mm to 2mm across 75% of the tyre.

Do you agree with this increase?

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>Why should this be any more than the legal limit? Don't agree with this - the law is the law and is set at the legal limit for a reason.</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Why is the legal minimum not appropriate? | N/A | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| Where a national standard exists it is not appropriate for LAs to raise it. | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |
| When the law states 1.6mm and you request 2mm which law stands. Once this is clear I have no problem with 2mm. | N/A | Comment – The LA is able to set additional criteria and requirements in respect of licensed vehicles. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Unnecessary Legal Police + MOT standards are sufficient | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>This should be the legal limit set by the DVSA as a DVSA spot check could not fail them.</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>This is the government set safe limit which means the tyre is fine up to this limit whether it is a taxi or not.</p> | <p>N/A</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>The MOT states 1.6mm, that is legal.</p> | <p>N/A</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>The ministry had spent a lot on investigating the safe read depth. Who would judge the limit?</p> | <p>N/A</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>The legal requirement is 1.6mm therefore, in the eyes of the law its legal. I have no problem with an advisory should the tyre be getting close to the legal limit but I will not accept that a vehicle maybe taken off the road if it legal according to the law of the land.</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>The legal minimum of 1.6 should apply regardless of purpose. Perhaps, it could be suggested that tyres are replaced under 2mm, but not carry a penalty when they are not.</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| The legal limits 1.6mm what evidence is there to increase to 2mm. | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| The legal limit plus a licensed good driver should be good enough | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>The legal limit is a minimum. Anything above that would pass an MOT. The Council could not fail an MOT for it being say 1.8mm</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| The legal depth is set for a reason so why amend it? | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| The law is the law. 1.6mm is the minimum legal requirement | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>Should stay with legal requirements. 2mm would mean more expense, more tyres</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Should be kept to 1.6m/m - higher safety standards | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |
| Open to misinterpretation | N/A | Comment – The LA does not believe additional clarification is required. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| No, because the Government (Law) as already make the limit 1.6mm | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>No as there are already a VOSA and Government legislation of 1.6mm tyres depth and this would mean removing perfectly serviceable tyres at more cost to me and my business which the overheads are already extensive.</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>Licensed vehicles should be governed by the industry MOT standard</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>Legal minimum sums it up..... why bring in something that isn't legal?</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>Legal minimum is safe. Are you saying it is not?</p> | <p>N/A</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| Legal is Legal is Legal !! | N/A | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>Irrelevant, tyres on all vehicles should be legal and once at this level most will be researching a change anyway</p> | <p>N/A</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>If the vehicle is legal then it is legal. It is not the duty of the council to say what is, and what is not, safe.</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| If the legal limit is 1.6mm that should be a good enough standard | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>If the law of the land is deemed to be 1.6mm why is that not good enough for the Council. 2mm means increased costs to me.</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>If it is legal to go down to 1.6mm why should a licensed vehicle be different?</p> | <p>N/A</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>If it is a sufficient acceptable depth for legal requirement and MOT's, it should be acceptable for taxis.</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| If acceptable to Government should be acceptable to SBC | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| If a vehicle meets legal requirements that should be sufficient | N | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| If 1.6mm is the legal requirement then that should be fine. | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |
| I think that 2mm is still too low, bearing in mind the speed used by drivers at busy periods | N | Comment – The LA considered the 3mm minimum limit in place for emergency vehicles such as ambulances, however believed 2mm to be a fair compromise and consistent with a number of other local authorities. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>I don't see why the Government legal minimum limit is not good enough for SBC</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>I do not believe it is the Council's prerogative to bring in a rule that contradicts the road traffic laws.</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| DVSA set the standards | N/A | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Because it (1.6mm) is the legal limit | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| As the legal limit is 1.6mm why does it need to change? | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| Again if it's been MOT and passed why 2mm | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | Yes |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>120 of the following comment were received.</p> <p>This is in contrary to the standards set by the DVSA, and the Council do not have the authority to undermine or overrule this. As the DVSA MOT is a legal requirement set to ensure the safety and roadworthiness of all vehicles, this standard is more than acceptable.</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| If it's legal, it's legal. | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | No |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>If its legal, it's legal, where do you stop on this one, new tyres every month!</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>No</p> |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| If it's legal, it's legal | N | The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade. | No |

| Taxi and Private Hire Policy Question E-11 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>The requirement at the moment is good enough for an MOT certificate and covers the whole country</p> | <p>N</p> | <p>The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum, particularly as the majority exceed the mileage of the average domestic vehicle. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>No</p> |

Appendix E-37. A requirement for a wheelchair accessible vehicle sign to be displayed on the exterior of all wheelchair accessible vehicles has been included?

Do you agree with this requirement?

| Taxi and Private Hire Policy Question E-37 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| This will make it far easier for passengers with this requirement identifying an appropriate vehicle rather than walking down the rank asking if the driver will take a wheelchair | N/A | Agree with comment | Yes |
| Not necessarily if it takes a wheelchair why do you need a sign | N | Not all wheelchair accessible vehicles are easily recognised as such. | Yes |
| Just common sense, really. | N/A | Comment | Yes |
| As long it is large visual in a colour contrast. | Y | Agree and paragraph amended accordingly. | Yes |
| Perhaps also state if they will help and assist the person. | N | Not deemed necessary given drivers of wheelchair accessible vehicles are already obliged to offer assistance. | No |

Appendix J-5. Provision has been made for external facing front and rear accident recording cameras to be installed without authorisation. This is provided they do not record audio or images from inside the vehicle.

Do you agree with this proposal?

| Taxi and Private Hire Policy Question J-5 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| Unnecessary expense | N/A | Comment – The LA is not making such cameras mandatory, therefore does not represent any additional expense. | Yes |
| This should be made a legal requirement, with checks at all services to ensure suitably and safely fitted, but to ensure no internal recordings made. | N | Given the main purpose of such cameras is to record accidents, the LA does not consider it necessary to make their installation a requirement at this time. | Yes |
| There is potential for abuse of the provision. | N/A | If a driver is found to be contravening the conditions regarding the use of such cameras, appropriate action would be taken. | Yes |
| SBC do not seem to care about drivers | N/A | Comment | Yes |

| Taxi and Private Hire Policy Question J-5 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| <p>I agree with 'Provision has been made for external facing front and rear accident recording cameras to be installed without authorisation.', however, 'This is provided they do not record audio or images from inside the vehicle.' I do not agree with. I understand the reasoning behind not visually recording the public, however, audio can be paramount to both passenger and driver safety. Following one incident where I was pinned in my seat by a youth whilst being hurtled abuse at, the Police instructed me to disregard the code of conduct and turn my dashboard camera to face inside the vehicle, AND turn on the microphone. Whilst I have never exercised this, you need to accept that the drivers are more at risk than the public, after all, any fare paying passenger knows the company they have booked with. They can access the VRN and plate number prior to boarding the vehicle. They have access to the driver number and the plate number again inside the vehicle. All drivers/operat or has are the details the customer has chosen to share, which at times are fabricated! Bear in mind the driver is carrying his float/shift takings and personal belongings, This makes him a 'sitting duck' to anyone who wanted to steal from him. Most dash cams work on a loop, recording over the oldest footage. I strongly believe that whilst recording video inside the car should be restricted as per your policy, drivers should be able to record audio - after all, audio cannot easily be used to identify someone, but can be used as evidence with the police.</p> | N | <p>There are a number of legal considerations regarding the installation of CCTV and audio recording equipment. The Information Commissioner has also advised that audio recording should be very much the exception, rather than the rule to ensure the privacy of drivers and passengers is respected.</p> <p>Drivers wishing to install inward facing CCTV equipment should consider the criteria and approval process detailed at App J of the Policy.</p> | Yes |
| Does not apply in my taxi | N/A | Comment | Yes |
| Could be used in any minor driver traffic violation and possibly be used as evidence by police, insurers etc. for anything more major. | N/A | Comment | Yes |

| Taxi and Private Hire Policy Question J-5 - comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| Authorisation should be obtained from the owner of the vehicle clarification of who will pay for the equipment installed is required. | N/A | Comment – these are matters to be agreed between the driver and vehicle proprietor. The LA is not making the installation of such systems mandatory. | Yes |
| You should be allowed full CCTV coverage (if you afford it). Drivers already suffer physical and verbal abuse, and in my case two knifepoint robberies, without authorisation. | N/A | Drivers wishing to install inward facing CCTV equipment should consider the criteria and approval process detailed at App J of the Policy. | No |
| You require drivers to report any possible problems relating to vulnerable customers surely cameras inside a taxi will back up any possible problems | N/A | Comment – Agree, such cameras may be beneficial in recording any safeguarding incidents within the vicinity of the licensed vehicle. | No |

Please provide any additional suggestions regarding the draft policy in the box below.

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| <p>Without prejudice I respectfully suggest it would be a much better thing if the Licensing Dept. were not so comparative with regulations against all the drivers. I feel, as do others, that the Licensing Dept. look for anything they can to make things more difficult for the drivers. We feel that we are continually being watched and threatened for the slightest improvement which could threaten our livelihood. Please work fairly with us and not against us.</p> | N/A | <p>Comment – It has never been the intention of the LA to work against drivers, nor to intentionally make driver's lives more difficult. The LA acknowledges that a strong working relationship with drivers and the trade in general is important in administering taxi and private hire services.</p> | Yes |
| <p>Who will be doing the disability awareness e.g. ramps & wheelchair fastening? This should be done by disabled people who use taxis on a regular basis. There is a need of more WAV taxis as there is NOT always enough of them out about when need them?</p> | N/A | <p>Comment – The LA use an experienced trainer to deliver the disability awareness training which includes the safe loading and unloading of wheelchairs. The LA is not aware of any issues regarding the availability of wheelchair accessible vehicles within the Borough. However further work will be conducted in relation to this.</p> | Yes |
| <p>Where OAPs are using hire cars or taxis the driver should make an effort to help with bags etc. The good ones do this but many don't.</p> | N/A | <p>Agree – drivers are already obliged to offer reasonable assistance with the luggage of all passengers, regardless of age. Where information is received that a driver has acted contrary to this the matter will be investigated accordingly.</p> | Yes |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| THESE AMENDMENTS ARE EXCELLENT AND LONG OVER DUE. | N/A | Comment | Yes |
| There is no point in altering something that already works | N/A | Comment – It is a requirement that Councils regularly review and update policies to reflect changes in legislation, local circumstances and relevant safeguarding issues. | Yes |
| The questions only allow one answer. Why not ask people to explain the answer in either case. I feel this is a white wash, | N/A | Comment – Consultees are able to add as many additional comments as they wish when completing the consultation. | Yes |
| The draft policy seems to have been thoroughly thought out and I am happy with the way this has been dealt with. | N/A | Comment | Yes |
| Sound initiatives that ensure the integrity of any journey undertaken and maintain the highest quality standards | N/A | Comment | Yes |
| Should be optional | N/A | Comment – Unsure to what this comment relates. | Yes |
| See enclosed letter | N/A | Comment | Yes |
| SBC should start taking some genuine responsibility for driver safety. Council fitted and operated CCTV in EVERY cab would be an obvious and important change (like the buses) | N | Comment - Driver safety is taken seriously by the LA, to the extent it now forms part of the first Policy Objective 'Safety, health and comfort of the public and drivers'. | Yes |
| Safety must always come first for many reasons | N/A | Comment | Yes |
| Regarding the changes to MOT conditions, I would like to suggest that if problems are arising from MOTs then SBC should contact the garages concerned rather than imposing the rule of having to travel to Scarborough for a MOT, twice a year. | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>Regarding Health and Safety. Whitby rank on New Quay Road is a hazard from people crossing the road in between the taxis when the taxis are moving up the rank. there should be a railing the full length of the rank except a space at the front of the rank for getting passengers into the front taxi on the rank</p> | N | <p>Comment – This suggestion falls outside the remit of the Policy, it will however be forwarded to the relevant agency.</p> | Yes |
| <p>Paragraph 2.7. It is wrong to force the wearing of a certain type of footwear as this can endanger the safe driving of a vehicle (some shoes look neat but have slippy bottoms). The appearance of a drivers' feet does not affect a passenger. As with this and dress code requirements - one size does not fit all. A driver needs to be clean, neat and tidy in dress and smell. The rest is not detrimental to a taxi journey or passenger. Shirts and blouses are very uncomfortable to drive in for a lot of people/</p> | N | <p>Although drivers should feel comfortable whilst working; the LA also believes it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a 'collared shirt'. Regarding footwear, in addition to fitting around the heel of the foot, footwear should also allow for the safe operation of the vehicle.</p> | Yes |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>Page 12 PHTM October refers. If you do some research you will find many examples of councils abandoning plans for a dress code. Drivers are self-employed and you have no authority to insist on a uniform or dress style. What research have you done on this subject? To introduce a dress code may make you an employer under HMRC interpretation of existing laws. Have you considered this? You will then be liable for salary and taxes. Is this what you had I'm mind? Your over-riding remit is public safety. Can you explain to me how a dress code will improve public safety? How will you respond when a six foot bloke turns up for work in your regulation women's outfit? You can't possibly have any self-given powers to regulate what clothing GBLT drivers will wear. If I was licenced by you I would be sure to wear my best frock, wig and a load of slap to your taxi trade meetings and invite the press along. Sounds like fun. And finally, will your own staff be required to wear the same clothing? After all you need to be seen to be professional both by the public and by colleagues. And of course this will help to protect the public from predatory and corrupt council staff. Well it cuts both ways you know. Oh it doesn't! Then why would it work for taxi drivers and not council staff? Be careful what you wish for. No doubt we'll read more when the decision is appealed in court.</p> | <p>N</p> | <p>Although an individual's ability to drive safely is important, the LA also believes it is important that a certain standard of dress is maintained. After consideration it is proposed to amend the dress code to include smart, fitted long legged jeans and to clarify that a polo shirt constitutes a 'collared shirt'. In addition further amendments have been made to the dress code to reflect the findings of the associated Equalities Impact Assessment.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>On PUBLIC SAFETY grounds the policy for not allowing disembarkation of patron by private hire vehicle on the TAXI RANK should be relaxed at the top of Newborough for "drop off only". Also a "pick up point" outside Marks and Spencer during shop hours should be allowed and designated.</p> | N | <p>Para 15 of Appendix B states <i>"The driver of a private hire vehicle shall not park on, drop off or pick up at any taxi rank for any reason during the operation times of such rank"</i>. If a passenger is unable to alight a vehicle in safety, then it is the responsibility of the driver to find a safe location for them to do so.</p> | Yes |
| <p>Many private hire taxis are very dirty when they arrive. The seats are grubby and all the taxi needs a clean. Also taxi waiting areas are shocking in some of them. I have no idea if any of these have to comply with your rules.</p> | N/A | <p>Comment – Both licensed vehicles and private hire operator offices are subject to conditions regarding cleanliness and are regularly inspected by Licensing Officers. Where either a vehicle or office is found to not meet the requirements of these conditions appropriate action is taken.</p> | Yes |
| <p>Keep it simple it makes easy to follow,</p> | N/A | <p>Comment</p> | Yes |
| <p>In Trade meetings we are told regularly that we have one of the best fleets in the country. Why do half of the regulation changers seem to be to make life difficult for the drivers and operators. I don't believe you need a bigger stick to hit us with than the powers you already have. Things could be much easier if you would work with us and not against us.</p> | N/A | <p>Comment - It has never been the intention of the LA to work against drivers, nor to intentionally make driver's lives more difficult. The LA acknowledges that a strong working relationship with drivers and the trade in general is important in administering taxi and private hire services.</p> | Yes |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| <p>In my experience some of the drivers are very rude and charges are sometime different!</p> | <p>N/A</p> | <p>Comment – Any instance where a driver is rude should be reported to the LA. The fare for a journey may differ depending on the operator or whether a hackney carriage was used.</p> | <p>Yes</p> |
| <p>In addition, VOSA checks on licensed vehicles on shift early AM no just PM. Always nights. Otherwise drivers will be operating 7am onwards over the course of the day. Breathalyser spot checks needs administering on roads and cleanliness of offices to be taken into account also</p> | <p>N/A</p> | <p>Comment – With regard to the timing of vehicle operations, the LA is reliant on the availability of the Police and VOSA.</p> <p>Private hire operator offices are subject to conditions regarding cleanliness and are regularly inspected by Licensing Officers. Where an office is found to not meet the requirements of these conditions appropriate action is taken.</p> | <p>Yes</p> |
| <p>Improving the standards of all taxis is to be applauded. The dress code is good but how will it be policed? The fare paying passenger must be aware of the new rules so they can make judgements of the service they are receiving.</p> | <p>N/A</p> | <p>Comment – It is proposed that Licensing Officers undertake additional spot inspections of both drivers and vehicles to ensure the revised dress code is complied with. In addition a copy of the revised Policy will be made available on SBC's website for the public to view.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| I'm absolutely disgusted with the Council trying to have all the taxis done within house. | N/A | Comment | Yes |
| I think the policy needs to include more about driver safety FROM the public as well as public safety. The thing is, drivers go through extensive checks as you are very much aware, and so should be assumed to be a fit and proper person whilst he holds a valid badge, therefore should be protected as a fit and proper person from the unfit passengers we often pick up. In the 7/8 years I've held my badge, I've been threatened, MOWP, pinned in my seat, shouted at, verbally abused, and more! The majority of which are by drunken individuals who carry no respect for drivers. The amount of time I've been referred to as 'just a taxi driver', when I'm not, is unreal. I'm a human, a young adult who runs his own business Monday to Friday. I have baby on the way hence working two jobs. Thank you for considering my responses. | N/A | Comment - Driver safety is taken seriously by the LA, to the extent it now forms part of the first Policy Objective 'Safety, health and comfort of the public and drivers'. The LA agrees that drivers should not be subjected to such behaviour from passengers and would encourage any driver to report incidents of this nature to the Police. | Yes |
| I feel the MOT station proposal has caused a lot of unrest amongst the trade and has also raised distrust between drivers and Licensing. A feeling I have never felt before. To provide a service to the public, the less time we spend off the road, the better. A lot of drivers are feeling like licensing purposely go out of their way to create obstacles unnecessary. Build a better relationship. | N/A | Comment - It has never been the intention of the LA to create obstacles for drivers, nor to intentionally make driver's lives more difficult. The LA acknowledges that a strong working relationship with drivers and the trade in general is important in administering taxi and private hire services. | Yes |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| I feel it should be compulsory for drivers to agree to carry guide dogs with a blind person | N | This is already a legal requirement (unless the driver has a certificate of exemption confirming they have permission to refuse on medical grounds). | Yes |
| I don't believe there is any point in filling this form in as Scarborough Council just does as it wants & I believe it's already decided which policies to adopt. | N/A | Comment | Yes |
| I do feel that the current dress code is sufficient and any change should be directed at the few drivers that do not maintain these standards, not all drivers. I fail to see how having MOTs conducted at Dean Road will make any vehicle safer on the road. The current regs of MOT twice a year conducted at an authorized MOT station is sufficient. And for me again would not be cost effective costing me in man hours and price. Also it takes and deprives local businesses of valued income. And SBC always say they like to promote the use of local businesses? The only gain I see is for the financial gain to SBC. Also a 2mm tyre tread would mean removing perfectly serviceable tyres at more cost to me. It won't make it any safer on the road. | N/A | Comment | Yes |
| I believe the Council Depot would struggle to fit in all of the tests and retests in the time permitted. Also, none Scarborough drivers would have to travel incurring extra time and money costs. I believe that if the present system is not working, it is for VOSA to address and not the Council. | N | See all responses at the end of this document. | Yes |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>I believe change is good. However, change for changes sake is not. Most of the suggestions in this consultation are sensible and for the betterment of our profession, however, there is already a big divide between the local private hire drivers, HC drivers and the LA and instead of making this divide larger, I personally feel that the LA should be working with operators to reduce the divide. The LA must think problems exist with drivers to even contemplate introducing such controversial rules. But, not all drivers are dishonest, unsavoury characters that just taxi to earn a few extra pounds on the side. The majority are honest, hard-working people, who take a pride in their vehicles and their work and I think the LA should start to realise this. Maybe the answer to solving problems or certainly to move forward to where the council think we should be, is to work directly with operators. Not to penalise the majority for the wrong doing of the minority.</p> | N/A | Comment | Yes |
| <p>I am concerned about the driving standards of some (particularly private hire) drivers and would be happy for the Taxi Licensing Department to have access to a possibly retired class A police driver to undertake on-the-road checks for suspect drivers, especially if members of the public make complaints about a driver, and recommend revocation of Taxi badges if their driving falls below standard</p> | N/A | Comment – Although the offer of assistance is appreciated, the LA is proficient in investigating complaints concerning poor driving standards. | Yes |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| <p>I agree with the camera provision but I think if they are fitted that if possible audio or images from inside vehicles will give greater protection to drivers and passengers in the event of any incident.</p> | <p>N/A</p> | <p>Comment - There are a number of legal considerations regarding the installation of CCTV and audio recording equipment. The Information Commissioner has also advised that audio recording should be very much the exception, rather than the rule to ensure the privacy of drivers and passengers is respected.</p> <p>Drivers wishing to install inward facing CCTV equipment should consider the criteria and approval process detailed at App J of the Policy.</p> | <p>Yes</p> |
| <p>For new drivers a 30 minute driving assessment by a responsible person from within the taxi hire company should be done PRIOR to taking any taxi licencing applications to the council.</p> | <p>N</p> | <p>It is for operators and not the LA to decide on the most appropriate recruitment method.</p> | <p>Yes</p> |
| <p>Drivers should do a session on what is available for visitors on arrival, what's on where etc.,</p> | <p>N</p> | <p>The LA believes that drivers already have an excellent knowledge of the local area within which they work, including local attractions and events.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>Do internal checks include the state of the seats (cleanliness and comfort)? I have several times been in taxis + private hire vehicles (not in Scarborough) when I've been uncertain about the driver and the car. I was about 40yo before I found out about the various regulations. In the interests of others, I'd have taken my concerns further if I'd known where to take them. Does SBC publicise what should be expected and what to do if expectations are not met?</p> | N/A | <p>Comment – The hackney carriage and private hire vehicle specification which includes condition regarding cleanliness is included at Appendix E to the Policy.</p> | Yes |
| <p>Consideration for the mandatory introduction of CCTV for all Private Hire and Hackney Carriages providing the Council approved system is made more affordable. Drivers and passengers would benefit from such an introduction as this would safeguard one another from malicious accusations and provide video evidence in the event of any formal undertakings against a driver or passenger.</p> | N | <p>Although there are clearly benefits to in car CCTV, the LA believes that making the installation of such system mandatory would be overly burdensome on the trade.</p> <p>Drivers wishing to install inward facing CCTV equipment should consider the criteria and approval process detailed at App J of the Policy.</p> | Yes |
| <p>As a holiday town it is essential that our taxi drivers are safe and trusted members of the community, to give confidence to both tourists and locals alone. However I feel the financial implementations should not be so strict as to make this profession out of reach of some drivers.</p> | N/A | <p>Comment</p> | Yes |
| <p>Advertising should be allowed on PH cards to promote local businesses and provide additional income</p> | N | <p>To ensure private hire vehicles remain clearly identifiable as such, the LA does not consider it appropriate to permit advertising on these vehicles.</p> | Yes |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| A very sound and well thought out policy. | N/A | Comment | Yes |
| A few years ago the LA encouraged all drivers to undertake a level 2 NVQ in taxi and Hackney cab driving. This was a very well designed qualification that covered all aspects of the trade, including safeguarding. A number of drivers gained Assessing qualifications to go with their own NVQ. The borough still has a lot of these skills within the taxi private hire trade and should be encouraged to seek out these skills to improve the trade across the LA. | N/A | Comment – The NVQ courses were very well received by drivers and undoubtedly enhanced the trade as a whole. However the majority of courses were funded by central government and sadly this funding is no longer available. | Yes |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| <p>120 of the following comment were received.</p> <p>13.3 & 3.4 I wish to strongly object to the proposed MOT changes in the revised Taxi & Private Hire Policy, currently out to consultation, for the following reasons:</p> <p>(1) Monopoly/unfair completion,</p> <p>(2) it promotes a negative image of our local MOT Stations, suggesting they fall short of required standards. An MOT undertaken by the Council is to the exact same standard as an MOT undertaken by an independent trader.</p> <p>(3) Many Taxi/PH drivers currently book their vehicle for an MOT, along with a service and any other repair work as necessary. This is done at the driver's convenience, i.e on their day off. However, appointments may sometimes need to be changed as short notice due to work commitments etc. Can the Council offer this flexibility? Also vehicles will now need to be presented on a separate occasion to their garage of choice for any MOT work, resulting in more lost time/income.</p> <p>(4) The standard MOT fee recommended by the DVSA is £54.85. Most garages discount this fee to £25-£35 for taxi/private hire vehicles. Will the Council offer a similar discount?</p> <p>(5) With potentially 320 MOT tests twice yearly in an 8 week period, how will the Council cope with this volume? Currently statistics show re-tests run at 30%, increasing these figures even further to 416 tests. Each MOT test takes 1 hour, plus the additional Council compliance checks. Is this realistically even going to be possible? Who will be penalised if tests/re-tests cannot be completed in time. The driver?</p> | <p>N</p> | <p>See all responses at the end of this document.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|------------------------|-----------------------------|
| <p>(6) What will the process be for licensing temporary vehicles? Currently an MOT is achievable the same day. Will this service be offered to drivers which have vehicle temporarily off the road?</p> <p>(7) Presumably, the Council will use these new MOT facilities to test their own vehicles, and Taxis and PH will not have the priority in terms of appointments etc. There is also the presumption that the new Testing station will be open for other organisations and even members of the public, putting additional pressure on availability.</p> <p>(8) As the Council do not currently have any MOT facilities, where will the funding come from? Will licence fees increase to support this? The general consensus of opinion is that the Trade is being used to facilities this service for the needs and convenience of the Council for their own use, and to support the losses at Dean Road Depot.</p> <p>(9) If this proposal were to be successful, there must be a full contingency plan in place for a break down in the system. Drivers cannot be left without licences because the Council MOT station cannot meet its commitments. There should be a maximum waiting period for an appointment, bearing in mind at present we have the option of same day MOT's from local garages. The system should not be such that it impacts on drivers ability to work, which could result in financial hardship for him and his family. A clause may be necessary to state a driver can use an external MOT station is a suitable appointment in not available at the Council Depot.</p> | | | |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>1.1 - This is certainly not the case! The trade, through the Trade Meetings where all interested parties are invited to attend, have always had input and involvement in the structure of any new policies and policy changes. However, this document has been presented almost as a fait accompli with no prior consultation whatsoever.</p> <p>Licence fees, 1.2 - This should be based on REASONABLE costs, not over inflated figures submitted by in-house consultants/solicitors etc. 1.3 - Minor motoring offences should not be given as a reason for refusal of a licence, especially if these have been accrued over a number of years. Each case should be judge on its own merit rather than on a blanket policy. Only complaints which have proved to be substantiated should be taken into account, not unproved, alleged offences. 1.4 - Each case should be judged fairly on its own merit.</p> <p>The knowledge & Geographical Test, 2.1 - With ever increasing use of Sat Navs and mobile phone apps, are geography tests even relevant any more? Also, to enable a new driver to familiarise himself with the Policy in readiness for the knowledge part of the Test, the drivers handbook should be issued at the point of an acceptable application or in a downloadable format.</p> <p>Conditions, 2.2 - Additional conditions may be imposed as and when the LA deems necessary. This should be in the consultation with, and agreed at, the Trade Meetings. Licensing and the Trade would be working together to implement and raise standards, not against each other.</p> | N/A | <p>Comment – Prior consultation on the majority of the changes to the Policy were discussed with representatives of the taxi and private hire trades at meetings prior to the start of the consultation.</p> <p>Comment – Fees are set on a cost recover basis.</p> <p>Comment – Paras 45 & 46 of Appendix D outline the LA’s approach in respect of other motoring offences. The LA does not apply a blanket ban (which would be open to challenge).</p> <p>Comment – The LA considers the knowledge test to still be an important part of the application process. Although sat-nav systems are useful they do not list every street/yard and often lack detail in rural areas. The Policy is available to everyone including applicants via SBC’s website.</p> <p>Comment – It has never been the intention of the LA to work against drivers, nor to intentionally make driver’s lives more difficult. The LA acknowledges that a strong working relationship with drivers and the trade in general is important in administering taxi and private hire services.</p> | |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>Grant of licenses, 2.3 - The LA has a duty to process applications in a timely manner. As the DBS process take so long, this should be completed and submitted at the start of the application process, whether it is for a renewal or a new application. This would then give the applicant time to have his medical etc, without causing any due delay to the DBS. The application can then be submitted as a whole once the DBS certificate is received.</p> | N | <p>Comment – The LA deems that applications, inclusive of all supporting documentation must be submitted to the LA in their entirety. In addition the time the DBS typically take to process applications has significantly reduced.</p> | |
| <p>3.1 - This should be limited to every 3 years as required by Law.</p> | | <p>Comment – The Policy has been amended to permit hackney carriages to display operator door signs and visor strips without permission from the LA.</p> | |
| <p>Advertising, 3.13 - Hackney Carriage vehicles should be allowed to display the same door signage as private hire, stating their operator name and telephone number, without having to apply for advertising permission or prior approval, and as with PH, there should be no charge for this. This should also apply to visor strips for both Hackney & PH.</p> | N/A | <p>Comment – Given taxi drivers are professional drivers, the LA applies the DVLA Group 2 standard which states drivers over 65 must have an annual medical.</p> | |
| <p>Conditions, 4.1 - With consultation and approval through Trade meeting. 1. - Consider raising to age 70 in line with DVSA licence requirements and increased retirement age. Knowledge and Geographical Tea, 2. - Handbook to be issued in advance. 1. - Unless there is just cause, e.g. detours, stop offs, waiting time etc. 2. - Points 43 & 44 confirm that emails are acceptable as notification in writing. There should be no charge for this service.</p> | N | <p>The Policy is available to everyone via SBC's website. Although changes in details could be submitted via email, a charge is still necessary to cover the cost of issuing replacement documents.</p> | |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|---|--|-----------------------------|
| <p>Convictions or Arrests (72 hours to notify),</p> <p>3. & 4. - A driver should not have to inform the licensing authority of any offence for which he is not charged. This again conflicts with The Universal Declaration of Human Rights, article 11, states: "Everyone charged with a penal offence has the right to be presumed innocent until proved guilty according to law in a public trial at which is has had all the guarantees necessary for his defence."</p> <p>1. - Most operators and drivers are self-governing; however, it still remains Licensing's responsibility to ensure these specifications are being met, especially regarding 6.f.</p> <p>2. - Again, this is a Licensing function and should remain so. Operators do not have access or hold records to confirm it self-employed/freelance drivers have completed the course. As a licence requirement, it is up to Licensing to police this. It would also be prudent to hold this information on the licensing register so that an operator can check to see if the driver has completed the course. The register should also identify drivers that hold Wheelchair Safety Certificates.</p> <p>3. - Cannot see the point or objective of this? Also, if a driver has a routine operation for example, he may not be able to state in advance what his recovery period may be. He could be off 6, 7, 8 weeks or more etc.</p> <p>4. - At present, owner drivers have twice yearly MOT checks which are produced to the operator (this can now be checked on-line). As a company, we also require them to complete daily first defect check lists. other than obvious visual defects, Operators are not mechanically trained to know if vehicles are roadworthy, or have any control over the maintenance procedures of each driver. This responsibility id down to the individual driver and Licensing.</p> <p>5. - This is an unreasonable request as we ourselves may not know. It is the responsibility of the driver to update Licensing and their operator.</p> | <p>N</p> <p>N/A</p> <p>Y</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> | <p>It is important that the LA is made aware of any offence, even where the individual has not been charged as the safety of the public is paramount.</p> <p>Comment</p> <p>Agree and the relevant condition regarding safeguarding has been amended accordingly.</p> <p>Comment – The LA does not believe this condition to be unreasonable or overly burdensome for an operator.</p> <p>Comment – Although the driver of the vehicle is ultimately responsible its road worthiness. The LA believes the operator should have a responsibility in this regard also.</p> <p>The LA still considers it important from a safeguarding perspective that an operator informs the LA when a driver's contact details change. However Para 5(b) of App C has been amended to include "if known".</p> | |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|--|-----------------------------|
| <p>Offences - not declared, 1. - Failure to disclose minor offences not reported through ignorance rather than intent to mislead or deceive should not be refused a renewal. Drivers who accrue more than 6 points over the duration of their licence should be judged on their own merit. Totting up procedure for speeding and minor motoring offences should not lead to a disqualification BEYOND the disqualification set by the courts. 5 years is an excessive exclusion period (D46) for accrued minor offences. I own one of the best taxis in Scarborough of which I have every service and MOT done at a Ford dealer going back 12 years ago I was accused and suspended before I could prove my innocence at court 120 NOT GUILTY I had no income hurt my back at wards of Sherburn due to SB council suspending me. Also at court no case and still charged full year licence and court costs for my solicitor.</p> | | <p>Comment – Paras 45 & 46 of Appendix D outline the LA’s approach in respect of other motoring offences. The LA does not apply a blanket ban (which would be open to challenge) but states at para 45 “An isolated motoring offence may not necessarily prevent a person from being issued a licence. However a number of such offences of this nature may give serious cause for concern and consideration shall be given to the gravity and frequency of offences”.</p> | |
| <p>Agree to dress code within reason, disagree MOT, disagree tyres, not sure about cameras.</p> | N/A | Comment | Yes |
| <p>I own one of the best taxis in Scarborough of which I have every service and MOT done at a Ford dealer going back 12 years ago I was accused and suspended before I could prove my innocence at court 120 NOT GUILTY I had no income hurt my back at wards of Sherburn due to SB council suspending me. Also at court no case and still charged full year licence and court costs for my solicitor.</p> | N/A | Comment | Yes |

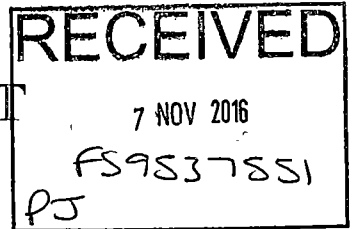
| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|--|-----------------------------|
| <p>1.6mm tread depth is deemed safe for use by the government. I do not see why as a careful, law abiding driver I should have to be given this extra increment.</p> | <p>N/A</p> | <p>Comment - The law requires car tyres to have a minimum tread depth of 1.6mm in a continuous band around the central three quarters of the tyre. However, it is generally recognised that a tyre with a tread depth below 2mm results in longer stopping distances and poorer performance in adverse weather. The LA believes it is important that vehicles used for the business purpose of transporting members of the public should therefore adhere to a higher standard than the legal minimum. The LA considers the 2mm minimum adopted by a number of other local authorities will assist in ensuring the safety of the travelling public without being overly burdensome to the trade.</p> | <p>Yes</p> |
| <p>1. SBC issues a brief summary of policies to allow public to comment, and to simplify in plain English all policies where possible. 2. It would be far better if the industry concerned were consulted first with a joint procedure drawn up that was workable by all to save time and money.</p> | <p>N/A</p> | <p>Comment – Prior consultation on the majority of the changes to the Policy did take place with representatives of the taxi and private hire trades at meetings prior to the start of the consultation.</p> | <p>Yes</p> |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>We need to look at the driving standards of our local taxi drivers. I personally haven't used a taxi service in Scarborough for over five years. I had a very scary experience in a local taxi. The drivers attitude was poor and aggressive, blaming everyone else for his actions. As a road user I still witness this type of attitude/driving from some taxi drivers. They are meant to be professional drivers. Having a driving licence does not make you a good driver. Professionals need training! All other driving related careers are very strict on driving skills, including attitude. However taxi drivers just require to pay the council.</p> | N/A | <p>Comment – The LA already has a rigorous application process in place to assist in ensuring all drivers are professional and fit and proper.</p> | Yes |
| <p>I have all my vehicles checked fortnightly at the garage so they can go ramp as well and loo for defects not visible. All vehicles are serviced and MOT'd even if the vehicle is not due a service. May garage collect the vehicles from our base, service, carry out any necessary repairs and MOT and then returned to out base, saving time of drivers and all done around our contract word.</p> | N/A | <p>Comment</p> | Yes |
| <p>A very good knowledge of the Scarborough area should always be required. Before any Taxi's or hire vehicle license is granted.</p> | N/A | <p>Comment – Drivers are required to undergo a knowledge test as part of the application process which includes questions regarding the local area.</p> | Yes |
| <p>Whitby has too many taxis .they fill the streets everywhere, and make running a taxi economically unsound , so the less they make , the more they are likely to take shortcuts in looking after their vehicle. There are good bus services in Whitby.</p> | N/A | <p>Comment</p> | No |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|--|-----------------------|---|-----------------------------|
| When one receives a letter dated 16/08/2016 on the 21/08/2016 stating that a consultation will begin on the 14/08/2016 really fills one with confidence that the organisation concerned really knows what it's doing. You also assume that everyone has a computer to enable them to read the consultation document. | N/A | Comment – A hard copy of the draft Policy document was available from Licensing Services. | No |
| Dress code is a deft must as Whitby taxi drivers wear dirty caps trainers and tracksuit bottoms | N/A | Comment | No |
| I use taxis from time to time and have always felt comfortable with any driver. I always use the same company and have no cause for complaint. I think the changes that have been made will assure all passengers their safety. | N/A | Comment | No |
| Is there any provision in the policy that Council Licensing officials should have a Code of Practice in place when making contact with drivers. I personally have come across unprofessional attitudes towards myself in dealing with paperwork correctly, I now feel uncomfortable in any dealings with the department, on any basis. | N/A | Comment – The Council has adopted a Customer Charter which sets out how employees should behave when interacting with customers. The charter is available on SBC's website. | No |

| Taxi and Private Hire Policy additional comments | Accepted into Policy? | Reason why or why not? | Response can be made public |
|---|-----------------------|---|-----------------------------|
| <p>Safety first please. However, once drivers have been fully checked give them some space to get on with the job. My worry with this policy is that it is all centred on the remedial action that might be taken, I think the technical term is 'bum covering' in other words, this is what we will do if things go wrong, how we will act, making sure that all angles are covered. When in reality a more considered policy might be more proactive to spot areas where there could be issues in the first place. Keep it simple. For example, we expect drivers to be clean and smart without all the details of beach wear, etc. Can this policy be streamlined in anyway? Here's a challenge, would be possible to cover this policy aims let's say across 2 sides of A4?</p> | <p>N/A</p> | <p>Comment – Efforts have been made to ensure the draft Policy is as concise as possible.</p> | <p>No</p> |

**SCARBOROUGH AND DISTRICT
TAXI ASSOCIATION**
National Taxi Association Member Since 1986



CHAIRMAN
Adrian Smith

SECRETARY
Robert Rimington

TREASURER
Paul Whitewick

08/10/2016

Re - Proposed new council MOT testing Station

At a time when Scarborough Borough Council along with every other council authority in the country is under pressure to reduce costs with cut backs to personnel and adopting far reaching budgetary initiatives, such as closing public amenities to maximise potential savings, we are informed that a new council funded vehicle testing station is being proposed by Scarborough Borough Council.

Councillors, the trade, and the public (via the online survey) are asked to make a decision without any indication of the cost of this proposal which surely must be a major contributory fact in their deliberations on whether it is beneficial for everyone in the borough to use public finances in this way.

At a recent taxi and licensing department liaison meeting we were advised of this proposal and the plan to have all Hackney Carriages and Private Hire vehicles licensed by the council MOT tested at this proposed new facility.

The Scarborough and District Taxi Association has real concerns with this proposal on cost and operational grounds and takes this opportunity to highlight these under the following headlines:-

Budget - Cost of setting up an MOT station Initial start up costs are certainly high depending on the structured testing facility and pro-rata for the number of testing lanes planned.

Are these costs available to the general public?

How many testing lanes are planned?

There are currently circa 105 hackney and 217 Private hire vehicles licensed by the council and as they have to be MOT tested twice yearly, that equates to 644 MOTs plus re-tests that will have to be carried out at this facility for the taxis and P/Hire trade alone within two eight week periods each year.

This figure will of course increase with MOT failures (**National average is currently at 36%**). That equates on average to over one third of the fleet which potentially will need to be re-tested following any rectification work potentially accounting for over eight hundred MOT tests that are going to be taken away from the local garages within the borough.

It should be noted that DVSA testing stations are available to the general public and they would have a right of access to have their own private vehicles tested at the councils proposed new testing station.

It is stated by the council on page 13 section 5.3 that they have serious concerns over the standard of two inspections carried out on licensed vehicles.

What were the defect details of these vehicles and how long and what mileage since the last MOT test?

We would respectfully point out that there are already procedures available at DVSA using form a **VT-17** whereby any concerns the council may have over MOT tests can be lodged with DVSA.

This same procedure would of course be available to any Taxi or Private Hire driver who was aggrieved by MOT tests carried out by the proposed council testing station.

It is also worth noting that an MOT test is specific to that moment in time when the test was carried out and any subsequent inspection at a later date would of course be subjective to time scale since the test, the mileage covered and also the opinion of another person carrying it out.

Down Time - In every line of business there are systems and equipment failures and the proposed new testing station would be equally vulnerable as other businesses are to these eventualities resulting in testing being unavailable at the premises.

It is inevitable that this situation will occur and with all the licensed vehicles being forced to use just the one DVSA approved testing station the resulting knock on effect could have serious consequences for all participating in the hackney and Private Hire trade including the licensing department.

What contingencies would be made for this occurrence?

What would be the number of staff and costs to run the proposed initiative?

In addition to administration and clerical staff all DVSA approved testing stations require specialist staff and highly trained MOT testing operatives and we would enquire if the proposed recruitment plan is to train staff currently employed by the council or to simply recruit staff from established MOT operators who have spent many thousands of pounds on their own staff training.

Most licensed owners and operators have their preferred garage that they use for servicing, MOTs and any subsequent work carried out at these premises.

This whole situation could have a significant effect on many established MOT testing stations within the borough who of course pay business rates to the Council and who rely on MOT testing and subsequent rectification work for their survival.

It is acknowledged that with some modern day vehicles even fitting a front light bulb can be labour intensive necessitating removal of the front panel or bumper.

Obviously this type of set up could mean many hours of lost income at a time when it is increasingly difficult monetary wise for many drivers and operators to make ends meet.

It is worth noting that when a vehicle is being tested the MOT tester is not working for the company who are employing him but is working directly for DVSA using their testing criteria and the employer or council official has no jurisdiction to interrupt the MOT test or influence it in any way whatsoever.

TYRES - Part of the test criteria is a minimum tyre depth tread of 1.60mm. That measurement is the DVSA statutory tyre depth requirement and why the plan to enforce a 2.00mm depth is not only breaking government legislation but would leave the council open to a legal challenge.

Basically a council tester would issue an 'Pass Certificate' to a vehicle with tyre depths of between 1.6 and 1.95 mm and the licensing officers then take it off the road as it leaves the testing station.

This proposal also takes away the vehicle owner and operators basic right to have his vehicle tested at the MOT testing station of their choice.

Cost of MOT tests

MOT testing is a very competitive market with most testing stations charging in the region of £35.00 to £40.00 which is well below the DVSA recommended Charge of **£54.85**.

Any testing fee above the local charge would be an unwelcome additional cost to the trade.

Penalties by the DVSA - The penalties of failing MOT standards are far reaching and anyone, including the council, failing to maintain standards can be severely punished by the authorities as the Scarborough Borough Council found out to its cost in 1992.

Whitby Vehicles

Vehicles operating in Whitby need a special mention as it would appear that the knock on effect to these owners and operators in this location has not been fully considered or evaluated in the proposal.

The logistics, inconvenience and financial burden for this segment of the trade, which is now a significant number of vehicles, is not only unacceptable but bordering on ridiculous.

Anyone from Whitby will have to undertake a round trip of at least 40 (forty) miles to have an MOT test carried out at the council's proposed new testing facility.

~~Should the vehicle fail the MOT test they will then have to undertake a further 'round trip' journey of forty miles to have the 'fail' work carried out and return to Scarborough for the vehicle re-test.~~

At this point it is worth pointing out a scenario that everyone will be familiar with and that's when all is ok with the car when you leave home and within twenty miles there is a light on the dash informing you that a light bulb has failed or the engine management light or similar has come on.

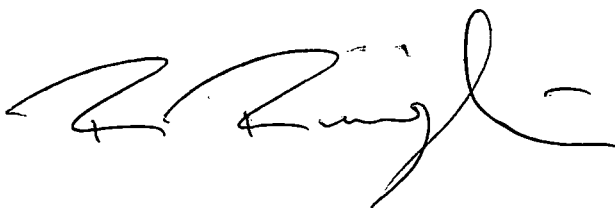
Periodic inspections

At the trade meeting it was also suggested that the periodic checks currently carried out by the licensing officer could be discontinued and this task also carried out by staff at the testing station.

Everyone in the Hackney and Private Hire trade acknowledges that the licensing officers are continually under pressure with all the varying aspects of licensing activity but their continued presence around the taxi ranks and general walkabouts is a vital element of policing as far as our trades are concerned and the value of the interaction with drivers and operators on the streets should not be underestimated.

We appreciate that at this point in time the scheme is only a proposal but surely there are better ways to spend public finances on facilities that will benefit both residents and visitors to the area.

For and on behalf of the Scarborough and District Taxi Association



SDTA secretary

R. Rimington

As there have been a number of responses to the introduction of the Council's new MOT station, a combined consultation response has been prepared covering all consultation comments on this matter. The Licensing Authority (LA) has considered all comments very carefully and scrutinised the decision, however, the LA believes that the original reasoning behind the introduction of the Council's MOT station remains. We would respond to comments as follows:

Response to stakeholders (excluding the Scarborough & District Taxi Association) – MOT proposal

1. The proposed Council's garage will only be undertaking the MOT inspections and local garages will continue to undertake vehicle repairs and servicing. Whilst the Council appreciates the issue raised, it remains our view that the benefits of the scheme outweigh these concerns.
2. The Council does not believe that the distance to the MOT testing centre is excessive and is of the view that it is reasonable to expect licensed vehicles to undertake such a journey on only two occasions each year.
3. The Council believes that the provision of one MOT test centre is sufficient to cover the number of licensed vehicles in the Borough.
4. The LA does not seek to suggest that any specific local garage falls short of nationally recognised MOT standards, however consistency in testing remains a concern. Presently an MOT may be undertaken at any MOT certified garage, anywhere in the country, with the additional compliance checks being undertaken by the Council's Licensing Officers during a 2 week period twice a year. As already stated the consistency of existing MOT tests is of concern to the LA, particularly considering the results from snap inspections that have been conducted since October 2015, where faults were found with vehicles which had only recently undergone and passed an MOT test. The LA does not think that this is an acceptable situation for vehicles entrusted with carrying members of the public. Public Safety is of paramount concern to the LA.
5. The LA considers that an MOT mechanic's professional view in border line cases in respect of vehicles used for domestic purposes may not necessarily be appropriate in respect of licensed vehicles due to their higher than average mileage. Whilst there is no criticism of these decisions which meet the regulatory requirements, it is the case that licensing authorities are permitted and required to hold licensed vehicles to a higher standard than those vehicles used for general domestic purposes. It is the intention of the LA that mechanics at the Council's garage will undertake these additional checks to ensure licensed vehicles meet these high standards.
6. The standards applied to taxi and private hire vehicles are over and above those required of vehicles used for domestic purposes in numerous respects, an example being that MOTs are required twice yearly in respect of all licensed vehicles and only once per year in respect of domestic vehicles.

7. With regard to the MOT test fee, any fees (including re-test fees) – this has yet to be determined by the Council. However, the current maximum fee that an MOT test station can charge for a vehicle is £54.85. The Council therefore has discretion to charge taxi and private hire vehicles up to this fee, or whatever specified maximum level it is in the future.
8. Where a licensed operator has a large number of vehicles as well as facilities for checks to be undertaken at their own premises, it will still not be possible to move the operation to that location on a temporary basis as it will be the location of the Council's garage that is approved by VOSA rather than the Council as a provider. Therefore off site tests cannot be permitted.
9. To ensure fairness and consistency it is appropriate that all tests are carried out at the same location using the same set of testing equipment.
10. Garages undertaking any repairs or servicing will continue to be at the individual choice of the driver or operator. The Council will not be proposing to undertake this type of work and therefore the Council does not accept that it is creating any monopoly or unfair competition.
11. The LA accepts that revenue arising out of the MOT business with regard to licensed vehicles will fall to the Council, however, it is not accepted that the loss to local garages will have an unreasonably excessive detrimental effect upon those businesses. Garages will continue to have the benefit of servicing and repair work. In addition it is the view of the Council that the benefits of the new scheme will outweigh any minor adverse impact that may arise.
12. The Council proposes to offer an online booking system which will enable operators and drivers to book vehicles in for MOTs months in advance. The Council will always try to accommodate short notice changes and appointments wherever possible. This will also apply in respect of temporary or replacement vehicles.
13. With regard to operational capacity, the Council garage is confident that they will be able to provide the services required. Where retests are required this is not the fault of the Council as all licensed vehicles should be regularly serviced and maintained to a high standard at all times.
14. If a licensed vehicle fails the MOT, the responsibility lies with the driver to ensure that the vehicle is safe to drive and does not compromise public safety. The Council expects all licensed vehicles should be regularly serviced and maintained to a high standard at all times and as such an MOT test is not expected to identify any major faults.
15. All Council employees working at the garage will have appropriate qualifications and experience and will liaise closely with the LA.
16. The Council considers it is not appropriate to introduce a scheme whereby garages have to comply with a Code of Practice set out by the Council as this would require monitoring and enforcement and would not be a cost effective

way of addressing the issue of inconsistency. In addition, this would not solve the problem regarding freedom of choice as the Council could not ensure that all local garages would be willing to sign up to any such Code.

17. The Council garage and the LA fall under separate Directorates. Qualified and trained staff will conduct work under the guidelines and legislation appropriate to that particular field of work. The Council therefore does not accept that this poses any conflict of interest.
18. The Council is satisfied that the current garage and its management is of a high standard and meets all regulatory requirements. Concerns have been raised about the Council's garage having failed Ministry of Transport tests in 1992, however this was some 25 years ago and is no longer relevant.
19. The new scheme will reduce workload on the LA's licensing officers by allowing compliance checks to be completed at the same time or in conjunction with MOT tests. This will increase efficiency thereby reducing the burden on the public purse and enabling officers to undertake other necessary licensing work and enforcement.
20. The LA understands that the potential use of the MOT station by other organisations or members of the public is unlikely to impinge upon the use of the garage by licensed vehicles.
21. The LA understands that the garage is intended to be self-funding and a separate business unit. This being the case, the proposal is unlikely to result in an increase to the fees charged by the LA as these are not connected to the charging of MOT fees by the garage.
22. The LA can confirm that each Council department has a business continuity plan in place in respect of failures or emergencies and the garage will have an appropriate plan in place to deal with such an eventuality. As such the LA does not accept that it is appropriate to include a contingency plan for breakdown or failure of the garage within the policy itself.

Response to Scarborough and District Taxi Association – MOT proposal

23. The new scheme will reduce workload on the LA's licensing officers by allowing compliance checks to be completed at the same time or in conjunction with MOT tests. This will increase efficiency thereby reducing the burden on the public purse and enabling officers to undertake other necessary licensing work and enforcement.
24. The garage facilities will be provided within a separate Directorate of the Council and not by the LA. As such, it is inappropriate to comment on set up costs within the consultation process on the Taxi and Private Hire Licensing Policy. Further queries on this point should be made to the relevant department.

25. The number of garage testing lanes will be determined by the relevant department and may be subject to change depending upon demand.
26. The Council does not propose to discuss specific cases of defective vehicles as part of this consultation, however, further information can be obtained from the LA upon request.
27. Currently an MOT may be undertaken at any MOT certified garage, anywhere in the country, with the additional compliance checks being undertaken by the Council's Licensing Officers during a 2 week period twice a year. The consistency of existing MOT tests is of concern to the LA, particularly considering the results from snap inspections that have been conducted since October 2015, where faults were found with vehicles which had only recently undergone and passed an MOT test. However, the LA does not seek to raise concerns over any particular garage and therefore it would not be appropriate to lodge a report with the DVSA.
28. It is recognised that an MOT is specific to the moment in time when the test is carried out and further testing is subject to time scale since the test, the mileage covered and also the opinion of another person carrying it out. It is for these reasons that the LA considers that one central test centre will be beneficial to the trade and the travelling public by improving consistency.
29. It is accepted that in every line of business there are system and equipment failures and that the testing station will be as vulnerable to these failures as any other business. The LA can confirm that each Council department has a business continuity plan in place in respect of failures or emergencies and the garage will have an appropriate plan in place to deal with such an eventuality. Further details will be available from the relevant department and as such are not relevant to the consultation of this Policy.
30. The cost of running the garage and the number of staff employed is not relevant to consultation on this Policy and further details can be obtained from the relevant department.
31. The LA accepts that revenue arising out of the MOT business with regard to licensed vehicles will fall to the Council, however, it is not accepted that the loss to local garages will have an unreasonably excessive detrimental effect upon those businesses. Garages will continue to have the benefit of servicing and repair work. In addition it is the view of the Council that the benefits of the new scheme will outweigh any minor adverse impact that may arise.
32. The MOT mechanics will have appropriate qualifications and experience to conduct the tests required and the Council rejects the suggestion that results may be improperly influenced.
33. Vehicle and operators do not have any legally enshrined right to choose an MOT testing centre and it is not unlawful for this requirement to be included as part of the Policy; standardisation, fairness and consistency are major

considerations addressing concerns voiced by a number of drivers over the years.

34. With regard to the MOT test fee, any fees (including re-test fees), this has yet to be determined by the Council. However, the current maximum fee that an MOT test station can charge for a vehicle is £54.85. The Council therefore has discretion to charge taxi and private hire vehicles up to this fee, or whatever specified maximum level it is in the future.

Response to Scarborough and District Taxi Association – Other proposals

35. The Council is not breaking Government legislation by requiring higher standards than the legal minimum. The standards required in taxi and private hire licensing are over and above that required of domestic vehicles in numerous respects, e.g. MOTs are required twice yearly in respect of all licensed vehicles and only once per year in respect of domestic vehicles. Public safety is of paramount concern and it is on this basis that the Council is of the view that a 2mm tread depth is a reasonable, appropriate and proportionate requirement.
36. The Council is satisfied that the current garage and its management is of a high standard and meets all regulatory requirements. Concerns have been raised about the Council's garage received an adverse inspection report in 1992, however this was some 25 years ago and is no longer relevant to the current operation.
37. The Council does not believe that the distance to the MOT testing centre is excessive and is of the view that it is reasonable to expect licensed vehicles to undertake such a journey on only two occasions each year. The Council expects all licensed vehicles to be maintained to a high standard at all times and not just when an MOT test is due.
38. The new scheme will reduce workload on the LA's licensing officers by allowing the bi-annual compliance checks to be completed at the same time or in conjunction with MOT tests. This will increase efficiency thereby reducing the burden on the public purse and enabling officers to conduct unannounced ad hoc inspections at taxi ranks, schools, supermarkets and operator bases and enable increased interaction with drivers and operators on the streets as desired by the trade.

All other comments considered by the LA that fall outside the remit of this consultation on the draft Policy have nevertheless been noted.