

Summary of responses received during consultation exercise

Do you agree with the Council amending paragraphs 3.4.4 and 3.5.4 of its Hackney Carriage and Private Hire Licensing Policy to the proposed wording set out above?

YES	29	50.9 %
NO	24	42.1 %
DON'T KNOW	4	7.0 %

Comments received from those answering YES

If there are already vehicles which are a cat c or s and have been passed by the council to be fit to be on the road then all vehicles should be allowed even new licences.

Is fairer and common sense.

It is fair that if a vehicle has already been registered to be used as Private Hire or Hackney Carriage that it does not need to come to Committee.

The unintended consequence of the existing wording is resulting in avoidable workload for officers and councillors and unnecessary stress for taxi drivers.

We welcome the new wording as it does remove the confusion, creating a grandfather rights type policy, whilst at the same time making it clear that this only applies to vehicles that remain as they were at the point of the license being granted, spelling out clearly

As long as it is made clear elsewhere in the policy that no new licences will be granted for cat a b c and s cars.

Because it is unfair to refuse to renew the licence when it has previously been granted at the time of the first application. Drivers will have bought these vehicles at that time knowing they could be licensed and then the law changed quite suddenly, leaving them with a car which cannot be licensed again, even though there has been no further changes from the original licence being granted.

To be fair, write off or not, it's just a piece of paper or opinion at a certain time, if the car is safe, road worthy and passes taxi test, which is designed to make sure cars are(safe and road worthy) , why shouldn't it be allowed as a taxi or private hire? In a world where we're trying to go green and reduce waste, seems like policy is in place to increase waste, not very green. Same with age limit, once in taxi , what difference does it make, when it was made? Point should be is it fit for purpose?

Amending the wording entitles vehicles currently licensed to be continued to be licensed in the borough.

Comments received from those answering NO

Buying a new car in this current climate is very expensive being self-employed and looking after a family and keeping a roof over our heads and the hit our work has took. The work is not the same anymore.

Category cars is a way of buying a car cheaper than the market value and if the car is professionally repaired used approved parts i don't see what the issue is.

Some vehicles are not write offs just saves insurance companies money some have minor damage but still written off if a vehicle can pass a safety test then it should be able to use as previous not a problem before why know?

Basically, a high-end vehicle can get written off if for example both headlights and bumper damage.

So, if a vehicle is repaired to a standard where it has passed all the test before being put on the road than there should be no issues.

As long as the vehicles been repaired and meets the requirements to be on a public road i don't see what the issue is for the council to grant a licence

If VOSA has passed the vehicle and has approved the work carried out to satisfactory standards, and issued an MOT certificate, I can't see a reason for the council to disallow such a vehicle license. The cars are repaired to high standards and don't have safety issues.

If the vehicle is a category this should not be an issue as vehicles are deemed road worthy after being repaired. Not everyone can afford replacement vehicles especially considering the current lack of work.

Some of them that just bought car for taxi if is MOT pass road worthy than do be issue

I understand that the Council wishes to be sympathetic towards drivers who have previously had their Category C or Category S vehicles licensed; however, whilst I am unaware of the extent to which the safety & compliance checks inspect the structural condition of the subject vehicle, my concern is that a Category S write off requires a professional repair to be carried out and therefore, documentary evidence should be required by the Council to provide proof of the professional repair. The safety of the fare paying public must remain paramount, even to the financial detriment of the Hackney Carriage or Private Hire owner/driver.

In my opinion the council should allow the use of category s vehicle if it has passed the mot and taxi safety check. In some instances the insurance companies write off vehicles in category s due to the fact that cost wise it's not worth repairing them even though they can be repaired and put back on road without compromising the safety aspect of it. As long as the safety requirements are met (which is the sole purpose of an mot & taxi test is) the vehicle should be allowed a licence.

If the car is road worthy and meets safety requirements it should be able to be used

In what capacity are you responding to this consultation (select all that apply)?

Licensed taxi / private hire driver	47
Licensed private hire operator	3
Councillor	5
Member of the public	5
Other (please specify):	3
<p><u>Other capacities specified:</u></p> <p>National trade representative body known as the national private hire and taxi association (www.nphta.co.uk)</p> <p>Someone whom trying to reduce carbon footprint</p> <p>Police Traffic Management Advisor</p>	