

Appendix 2 – Respondent Comments

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| 1 | It makes sense |
| 2 | I would like to advise you on something that you maybe not aware of taxi drivers are illegally tampering with the odometer every time it is due an MOT and reversing the meter to let the taxi stay in for longer this is a big issue and needs to be looked at. This is being done at a garage in Birmingham. |
| 3 | Getting a decision on vehicle licence is much quicker and less bureaucratic when dealt with by licensing officers, as it doesn't need to go to a committee meeting, which are only held once a month or less. Also it must be really expensive for Council's to hold committee meetings, to determine what in reality are fairly straight forward matters. |
| 4 | It need lots of people to check vehicle |
| 5 | The licensing officers are surely professional and experienced enough to be trusted to make such decisions on their own merit. If allowed this would reduce time, bureaucracy and cost which in a public service surely is a good thing. |
| 6 | I think it is easier more efficient and best way of deciding. The engineers can advise the officers upon the safety of the vehicle and the officers can visibly see the vehicle. This would be a much quicker and faster way - so there is no need for meetings |
| 7 | These are the Licensing officers and as such should have the authority to say yes or no. They also have a better knowledge of the people applying for extensions. |
| 8 | It could potentially save a lot of time and be efficient. Licensing Officers have the knowledge to pass or fail vehicles in accordance to the Council's requirements. |
| 9 | They run the department not the councillors so that should be their job. |
| 10 | As licensing officers are more familiar with these cars and drivers over the years its more convenient for everyone |
| 11 | I have been through the process of both licensing officers and committee councillors. The councillors had no clue about the cars which they were inspecting and did play hardly any interest in review whilst in committee, the licensing officers engage with the driver first hand whilst inspection of the vehicle is happening live in front of you. I would 100% be happy with an licensing officer to review |
| 12 | I believe the most important factor in whether a vehicle exceeding the maximum age limit, should be licensed is based completely |

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| | on its condition and roadworthiness. This decision therefore should lie in the hands of those that inspect vehicles and know what they're talking about. |
| 13 | <p>We as a trade in the last 12 months have found the decision by the licencing officer is saving time for the drivers and seen no delays in getting new plates once the decision is made. Before this the drivers were waiting a lot longer to get a committee date, thus leading to drivers not being able to work due to getting the dates on time for new plates to be issued. As councillors are aware a driver cannot take work if the vehicle is not licenced and most insurance companies will not insure a vehicle that does not have a valid licence.</p> <p>It also saves time for licencing officers in preparing reports for the committee. With already stressed resources, they can inspect the vehicle at Crossgate road alongside the vehicle inspector and ultimately get a licenced issued. I believe that the officer and vehicle inspector have what it takes to see if the vehicle being presented is to what is required.</p> |
| 14 | <p>I would like licensing officer and also the testing engineer (mot & safety tester) and at least a member of sub-committee</p> <p>It is not fair just only a licensing officer to make this important decision . .</p> |
| 15 | <p>I believe decisions should remain with councillors on a Licensing Sub-Committee. Licensing Officers are not trained engineers and cannot properly assess the technical safety of vehicles. At the initial application stage, a vehicle already undergoes an MOT and a full depot inspection by qualified engineers, with certificates provided. Requiring drivers to make another journey to the depot so an officer can check the vehicle again creates unnecessary hassle, extra costs, and wasted time. In the current cost-of-living climate, every minute matters. If any delegation were to be considered, it should only ever be to a qualified professional engineer, not an administrative officer.</p> |
| 16 | licensing officers have knowledge of the vehicle mechanically, whereas the councillors don't. |
| 17 | Hi it should be checked by cross gate mot testing and he should say if you can't plate it |
| 18 | <p>experience</p> <p>allows consistency of approach</p> <p>safety</p> <p>fairness</p> |
| 19 | It seems sensible to me, as someone who has previously been on the Licensing Committee dealing with this matter, that this change to officers making decisions on the age criteria will be beneficial to both RBC and our taxi drivers, in terms of time and cost. |
| 20 | Crossgates better service |
| 21 | Licensing officers, e.g Simon at Crossgates house as he is the vehicle examiner so would make most logical sense. |

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| 22 | Licensing officers have more understanding of the taxis. They see the vehicles throughout the year and have a better understand of how the vehicles are maintained. |
| 23 | Because they have more knowledge and awareness of taxi standards. But I would urge that there should be a jury type some people who understand the other circumstances. Like a taxi operator living difficulties and buying power for new car. So should be check and balance on officers and fair decision being made. Thank you. |
| 24 | The safety of the vehicle is determined by the Vosa/MOT tester and is more practical to have a licensing officer to check and confirm that the vehicle meets the requirements of Redditch Council. The safety of vehicles is all important and should be the responsibility of licensing team, for extensions on licensed vehicles. Thank you |
| 25 | It's just makes it easier and done on the same day as the test and doesn't waste several councillors and admin of their time and money. |
| 26 | They know and understand the taxi system better than councillors. |
| 27 | The car is checked thoroughly & they're already familiar with the driver and the car itself as its seen by them twice a year |
| 28 | Licensing officers have a better understanding of the vehicles that are put forward for the maximum age policy. The officers see the vehicles more often when out on inspections. Have access to the crossgate test centre. |
| 29 | To avoid any bias or favouritism in that the councillor would not have any prior knowledge of the driver or car |
| 30 | The licensing Officers at the depot are all trained mechanics, they have known the cars income cases a number of years and are respected by many drivers for their thorough safety tests and judgement. |
| 31 | Make it easier for drivers to explain their cases. Young Drivers like me can't afford new cars so would make it easier for us to give our cases. |
| 32 | This will be a fair decision we're not relying on one individual opinion |
| 33 | It will be convenient for the licensing officer and the drivers. |
| 34 | The councillors should decide as their decision will be completely unbiased. Day to day dealing with licencing officers can often lead to a persona or assumption of one's application whereas councillors will be inclined to base their decision on merit and evidence presented. |