

## Consultation Feedback form for the Hackney Carriage and Private Hire Policy

	Changes to section in policy	Current 2015 Policy	Draft amendment to Policy	Survey results	Survey comments	Officer comments	Decision by Licensing Committee on 30 01 19
<b>A</b>	<b>1. Introduction DVLA Mandates</b>	“Drivers will be required to sign a mandate form to allow the Licensing Authority to carry out the check with the DVLA.”	<p>This sentence shall be deleted as the way in which DVLA checks are carried out is changing and may change again in the future.</p> <p>The policy will retain the statement, “DVLA checks of all drivers’ licences at first application and at renewal.”</p>	<b>24x</b> Agree <b>0x</b> Disagree	No comments.		
<b>B</b>	<b>3. Hackney Carriage and/or Private Hire Driver Licence - New and Renewal applications</b>	“DVLA mandate completed and signed by the applicant.”	“Authorisation from driver that DVLA check can be carried out by the Licensing Team.”	<b>24x</b> Agree <b>0x</b> Disagree	No comments.		

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C	3.4 Medical Fitness	"All applicants will be required to obtain a Group 2 medical standards certificate signed by Sevenoaks District Council's appointed surgery."	"All applicants will be required to obtain a Group 2 medical standards certificate signed by a GP."	19x Agree 4x Disagree	*This once again would incur extra cost for over 65 yr olds if a medical is required every year.		
					*Because your own doctor could be bias towards you.	Your own GP will have your full medical history. Professionals should not be bias, only make factual decisions based on all the relevant information.	

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					*GP's are already overworked. Do not cause them extra work. If need-be make a policy that applicants pay the SDC or the approved surgery direct.		
					*The current policy works well. I see no point in changing it.		
D	3.6 Renewal of Licences	“At each renewal a current correct driving licence, DBS enhanced check, Medical and DVLA Mandate will be required.”	“At each renewal a current correct driving licence, DBS enhanced check, Medical and DVLA check will be required.”			Just a change of word. ‘DVLA Mandate’ to ‘DVLA Check’.	

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E	5.8 Address from which an Operator may operate	Current Policy does not specify that an Operator must have an address in the district.	"The Council will not grant a licence to an operator whose premises are located outside the district of Sevenoaks. This is to ensure that proper regulation and enforcement measures may be taken by the Council and is in no way intended to be a restraint of trade.	19x Agree 5x Disagree	*Because these kinds of operators advertise they are in the borough that they are not licensed and charge local and tourists extremely high prices. They also can have an advantage of not playing by the same rules. IE having older vehicles etc.		
					*There should be equal opportunities for everybody, irrespective of where they live.		

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					*We have had a licence before but let it expire we may wish to re apply at the change would prevent us doing so.		
					*I want uber.		
					*We don't need to support kind of big firm like uber who is don't care a local people and don't care them on staff even they just care the profit and they are not spending in local.		
					*It's prescriptive and will prevent drivers from just outside the borders being able to work in the district. It is not enforceable in reverse - i.e. taxi home from London will utilise drivers from outside the district.		

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					*I feel that no grandfathers rights should be agreed and any operator that wishes to operate within Sevenoaks should be part of Sevenoaks. Past and present applications.		
			“Operators based outside the district who have been granted a licence prior to the adoption of this amendment to policy (2018/19) will retain ‘grandfather rights’ providing the conditions of the licence are fully met.”	18x Agree 5x Disagree	Question and comments linked in with above.		

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F	11. Amendments to the Policy	"All changes to the Policy are made by the Licensing Committee only."	"All changes to the Policy are currently approved by the Licensing Committee and then considered by Full Council."			Just a correction of wrong information in the policy.	
G	Appendix 2 - Vehicle Test Standards	"SDC will not licence any vehicle that is classed as a Category C insurance write off."	"SDC will not licence any vehicle that is classed as a Category S insurance write off."	23x Agree 1x Disagree	*S category don't mean that car is got that kind of repair to states to not license.		
H	Legislative Changes	Disability Discrimination Act 1995.	All references will be amended to the Equality Act 2010.	23x Agree 1x Disagree	*In fact I agree but I want to use this box to flag up the number of cases where drivers have illegally refuse to carry guide dogs. Can we help with extra policy in this matter.	Any cases of guide dogs being refused need to be reported to the Licensing team. This is already in our policy and drivers would either be issued points or would be... (P.T.O)	

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						...brought before the Licensing Committee.	
I	<b>3.1 Fees</b>	A holder of a Hackney Carriage Driver's licence is able to drive a Private Hire vehicle. However, a holder of a Private Hire Driver's licence <b>may not</b> drive a Hackney Carriage vehicle.	This paragraph shall be deleted to ensure consistency with legislative framework.	<b>17x</b> Agree <b>7x</b> Disagree	*Strongly disagree. Those who hold a Hackney Carriage license have to go through all tests and checks that a Private Hire driver goes through PLUS some additional tests, such as knowledge test. Deleting this paragraph will mean council will be charging loads of money for printing just a card.	Currently, a HC driver that wishes to drive a PH vehicle has to just pay for the additional badge and paper licence. This is already happening so the amendment is just to correct the Policy.	
					*Should be dual licence as standard.		



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					*The way I read this if you have a hackney badge you will need another badge to do private hire work.	You would need another badge to drive a PH vehicle, not just to carry out PH work in your HC vehicle.	
					*Hackney carriage drivers are more qualified to drive PH vehicles therefore should be able to drive one. But PH drivers not Hackney vehicles.	A HC driver would just need to pay for the additional badge and paper licence, no further tests are required. PH drivers cannot do this to drive HC vehicles. They would have to sit a HC knowledge test.	

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					*Who is have a hc licences they can do the same job like ph if they're not in the street hire. Plus we know more better the knowledge aa well, and between this two licenses that was a different!		
					*It creates additional requirements for drivers.	This is already happening, it is just an amendment to correct the Policy.	
					*A Hackney carriage driver is tested on their local knowledge and is quite suitable to drive a Private hire vehicle but I understand a private hire driver is not tested on knowledge.	A HC driver would just need to pay for the additional badge and paper licence, no further tests are required. PH drivers cannot do this to drive HC vehicles. They would have to sit a... (P.T.O)	

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						...HC knowledge test. PH drivers are tested on their knowledge but not to the same extent.	
J	DSA - Driving Standards Agency	DSA centre or Council approved alternative.	All references will be amended to Driving Standards test or Council approved provider.	22x Agree 2x Disagree	*Would only agree to alternative provider is consistent standard could be guaranteed.	All of our providers are contracted to provide the same standard.	
					*We done ones already!	This is for new drivers. We are aware that drivers that are already licenced have already passed this.	

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K	Wheelchair accessible vehicles	‘From 1 <sup>st</sup> September 2016 all additional Hackney Carriage vehicles requiring a new plate, must be wheelchair accessible. That is those that require the issue of a new HC plate number. (This does not apply to replacement vehicles, change of ownership of vehicles or vehicles that are replacing damaged vehicles).	The amendment is to replace the statement in brackets with; ‘(This does not apply to replacement vehicles, change of ownership of vehicles, vehicles that are replacing damaged vehicles and ultra-low-emission vehicles [ULEV] that is vehicles that emit less than 75g/km of CO2)’ and include the following,... (P.T.O)	20x Agree 4x Disagree	*Not enough demand for wheel chair accessible vehicles to warrant all vehicles must be accessible.	That is not the question here. This is adding in an alternative to getting a wheelchair accessible vehicle with the option to get a ULEV vehicle instead.	

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			...statement, 'This exemption will be kept under regular review and may be time limited or removed in future reviews of the policy.'				
					*Why cannot we simply make it a requirement that any vehicle plying for hire and reward is from a certain date in say the next six months have access for wheelchairs. Otherwise drivers/owners can take easy steps to ensure they do not comply with this regulation.		

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					<p>*I have worked for Sevenoaks as an Hackney carriage vehicle for over 20 years. In all that time I have probably seen 2-3 wheelchairs come down to the rank and all these were able to get in the cars. If the wheelchair is too big then there are enough on taxi firms to be called forward to carry such persons. Sevenoaks is not like most towns and do not have the necessity most have for such use.</p>		

Comments from Mick Madden - Dunbrik workshop	Officer comments
<p>1. Engine size - Considering the change in engineering, a 1.3 vehicle nowadays is just as powerful as a 1.8 five years ago; should the limitation of engine size be removed and the vehicle be assessed on a case-by-case basis.</p>	<p>The policy does state, 'To help consider the environmental impact, any petrol electric vehicle with an engine size under 1400cc will be considered to be licensed on a case by case basis. Sevenoaks District Council suggests that, in order to promote a greener environment, any vehicle that promotes cleaner fuel emissions may be entitled to pay a reduced fee at the time of having the vehicle tested by Sevenoaks District Council's appointed workshop.'</p> <p>We could use this to judge each vehicle on a case by case basis.</p>
<p>2. Blacked out windows: There isn't a clear guide for what level of visibility is acceptable by SDC and it would be helpful if this is clearer.</p>	<p>We do have a minimum for Hackney Carriage vehicles but I will need to look into if there is a maximum standard.</p>
<p>3. CCTV: Although not a requirement, it would be helpful if in Policy we could say that any CCTV equipment installed is advised to be situated on the left hand side (passenger side) next to the rear view mirror.</p>	<p>Although we could 'advise' on location as it is not a mandatory requirement, they can put their own cameras where they want.</p>
<p>4. Meter Testing for PHV: While there is nothing stopping a PHV from having a meter installed, Dunbrik don't want to carry out the meter calibration as part of the vehicle test; they said that it should be the PH Operators responsibility to ensure these are calibrated to whatever fare they want - to include meter testing as part of the Vehicle Test for PHV will add too much time and be a strain on Dunbrik's resources.</p>	<p>My understanding was that if a Private Hire Vehicle has a meter, it must be tested by us against their own fare chart. They pay the same as a HC vehicle test and I think it is a very small number of PH vehicles that even have meters.</p>