

Appendix 1 – Consultation Questions and Proposed Responses

1.	In your view, should licensing authorities introduce Inclusive Service Plans for hackney carriages and private hire vehicles (PHV's)?	Yes
2.	Do you agree that licensing authorities should introduce the accessibility measures proposed in the best practice guide?	Yes
3.	In your view, are there any other measures licensing authorities should take to improve accessibility of taxis and PHV's?	No
4.	Do you agree that any points incurred through a points-based enforcement regime should remain on the record for 3 years for drivers from the date of the incident?	Yes
5.	Do you agree that any points incurred through a points-based enforcement regime should remain on the record for 5 years for PHV operators from the date of the incident?	Yes
6.	Do you agree licensing authorities should require taxi and PHV drivers, as professional drivers, to evidence a higher degree of driving ability than is required for private hire motorists?	Yes
7.	Do you agree that licensing authorities should <u>not</u> require drivers to obtain a vocational qualification?	Yes
8.	In your view should a PHV driver be required to pass some form of topographical knowledge test?	No
9.	If a PHV driver has to pass a topographical test, should this be the same test as a taxi driver? Or, should it evaluate the candidate's ability to plan a route or safely use a navigation system?	No
10.	Do you agree licensing authorities should require drivers to conduct daily checks on their vehicle similar to the checklist provided?	Yes
11.	What, if any, comments do you have on the vehicle condition checklist?	None
12.	Do you agree licensing authorities should consider the safety benefits to passengers, drivers and pedestrians of vehicles which have received a higher Euro NCAP rating (where these have been assessed) when setting its vehicle requirements?	Yes
13.	Do you agree that each person, regardless of age, should be counted as a passenger?	Yes
14.	Do you agree taxis and private hire vehicles should not be licensed to carry more people than the number of seats and seatbelts available?	Yes
15.	Do you agree that licensing authorities should only require the removal of 'factory fitted' tinted windows as part of vehicle specifications if it can evidence that this is necessary and proportionate?	Yes

16.	Do you agree licensing authorities should, where possible, obtain details of vehicle tests, including failures?	Yes
17.	Do you agree licensing authorities should require testing stations to provide the outcomes of all examinations carried out, including where vehicles were subject to advisory notices?	Yes
18.	Do you agree licensing authorities should not impose age limits for the licensing of vehicles?	No
19.	Do you agree licensing authorities should not permit roof signs of any kind on PHV's?	Yes
20.	Do you agree that licensing authorities should not impose a livery requirement on PHV's?	Yes
21.	Do you agree that private hire vehicle signage requirements should be limited to the authority licence plate or disc and a 'pre-booked only' door sign?	No
22.	Do you agree that licensing authorities should not require the displaying of private hire operator details on vehicle?	Yes
23.	Do you agree that when an exclusive relationship exists between the vehicle proprietor, driver and operator, licensing authorities should permit the display of private hire vehicle operator details in a discreet manner?	Yes
24.	Do you agree with our suggested practice regarding the use of the words taxi or cab, as well as similar meaning words, for display on private hire vehicles?	Yes
25.	Do you agree that taxis and private hire vehicle with internal combustion engines should be tested more frequently than annually?	Yes
26.	Do you agree that taxi rank provision should be reviewed every 3 years?	Yes
27.	What, if any, comments do you have on the model bylaws?	No comment
28.	What, if any, comments do you have on the sample notices?	No comment
29.	What, if any, comments do you have on the staying safe guidance for taxi drivers?	No comment
30.	What, if any, comments do you have on the staying safe guidance for private hire vehicle trade?	No comment
31.	What, if any, comments do you have on the questions for assessing taxi quantity controls?	No comment
Final comments	4.11 – Limited definition of assistance dogs; Potentially insufficient to comply with s168-170 (Assistance Dogs in Taxis) of the Equality Act 2010 7.2 – The fit and proper test for an Operator should reference the requirements of the DfT Statutory Taxi and Private Hire Standards. The draft best practice guidance only refers to checks of Companies House information	

8.28 and 8.51 – to ensure a consistent approach to the transition towards zero emissions, there would be benefit in setting a national standard and phased timescale to support this

Consideration of Government grant funding to support the trade in this transition.