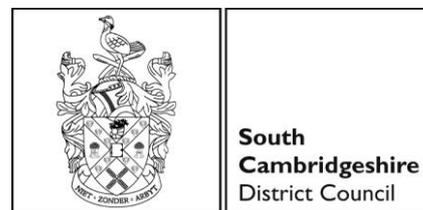


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16 January 2018

To: Chairman – Councillor Alex Riley  
Vice-Chairman – Councillor Raymond Matthews  
Members of the Licensing Committee – Councillors Val Barrett, Cllr Ruth Betson, Anna Bradnam, Nigel Cathcart, Graham Cone, Pippa Corney, Kevin Cuffley, Andrew Fraser, Jose Hales, Janet Lockwood, Cicely Murfitt, Charles Nightingale, Deborah Roberts and Mark Howell

Quorum: 4

Dear Councillor

You are invited to attend the next meeting of **LICENSING COMMITTEE**, which will be held in **MONKFIELD ROOM, FIRST FLOOR** at South Cambridgeshire Hall on **WEDNESDAY, 24 JANUARY 2018 at 10.00 a.m.**

Members are respectfully reminded that when substituting on committees, subcommittees, and outside or joint bodies, Democratic Services must be advised of the substitution *in advance of* the meeting. It is not possible to accept a substitute once the meeting has started. Council Standing Order 4.3 refers.

Yours faithfully  
**Beverly Agass**  
Chief Executive

**The Council is committed to improving, for all members of the community, access to its agendas and minutes. We try to take all circumstances into account but, if you have any specific needs, please let us know, and we will do what we can to help you.**

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	<b>AGENDA</b>	<b>PAGES</b>
1.	<b>APOLOGIES FOR ABSENCE</b> To receive apologies for absence from committee members.	
2.	<b>DECLARATIONS OF INTEREST</b>	
3.	<b>MINUTES OF PREVIOUS MEETING</b> To confirm as a correct record the minutes of the meeting held on 27 October 2017.	<b>1 - 4</b>
4.	<b>HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY AND CONDITIONS</b>	<b>5 - 454</b>

## **OUR LONG-TERM VISION**

South Cambridgeshire will continue to be the best place to live, work and study in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

## **OUR VALUES**

We will demonstrate our corporate values in all our actions. These are:

- Working Together
- Integrity
- Dynamism
- Innovation

## **GUIDANCE NOTES FOR VISITORS TO SOUTH CAMBRIDGESHIRE HALL**

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# Agenda Item 3

## **SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

Minutes of a meeting of the Licensing Committee held on  
Friday, 27 October 2017 at 10.00 a.m.

**PRESENT:** Councillor Alex Riley – Chairman  
Councillor Raymond Matthews – Vice-Chairman

**Councillors:** Val Barrett Ruth Betson  
Anna Bradnam Nigel Cathcart  
Graham Cone Kevin Cuffley  
Jose Hales Janet Lockwood  
Cicely Murfitt Deborah Roberts

**Officers:** Myles Bebbington Head of Service Environmental Health &  
Licensing  
John Goodwin Regulatory Enforcement Office  
Victoria Wallace Democratic Services Officer

Councillor Mark Howell, Environmental Services Portfolio Holder, was also in attendance.

Apologies for absence were received from Councillors Pippa Corney, Andrew Fraser and Charles Nightingale.

### **1. DECLARATIONS OF INTEREST**

Councillor Kevin Cuffley declared a non-pecuniary interest as the holder of a Private Hire driver's licence.

### **2. MINUTES OF PREVIOUS MEETING**

The minutes of the meeting held on 4 November 2016, were agreed as a correct record of the meeting.

### **3. GRANTCHESTER STREET TRADING CONSENT**

The committee considered the request by Grantchester Parish Council for Broadway in Grantchester, to be designated a Consent Street. This was so that trading could be controlled on the street. A Licensing Sub-Committee held on 3 July 2017 had agreed the outline request from the Parish Council, to consult on the matter. Following the consultation the Licensing Committee was being asked to make a final decision on this matter.

The Licensing Committee requested to see the original letter from the Parish Council, which set out their request for designation of the street. This was provided to the committee members during the meeting.

The committee considered the report and the following points were discussed:

- Members noted that pop-up food vans were occasionally used by the Blue Ball pub on Broadway and that the pub was doing well. Reluctance to impose anything which may hinder the activities of the pub, was expressed. It was felt that designating Broadway could impact the pub and undermine its viability.
- Members discussed whether, rather than making a formal decision either way, a watching brief should be kept on the situation for a year.

- Members considered the written responses to the public consultation, noting that equal numbers had objected to the street being designated, as had supported the proposal. Taking this into account, members felt a change should not be imposed.
- Myles Bebbington, Head of Service for Environmental Health and Licensing informed members that street traders had to apply to trade on a Consent Street. Until their application was considered, a street trader could continue trading on that street. Where a street trader parked and the times they could trade on the street, were examples of what could be controlled on a Consent Street. A street trader's licence would be valid for one year on a Consent Street.
- Members discussed the location of A- boards on Broadway, as pictured in the appendix to the report. They were informed by the Head of Service for Environmental Health and Licensing that a Licensing Officer had visited the site and found that the A-boards related to the activities of the pub and not to the pop-up street trading food van. The committee was therefore advised to disregard these photographs.
- Some members felt that designation of the street would not achieve change, but would incur a cost to the Council. Members were informed of the potential costs to the Council if the street was designated, which included two adverts being required at a cost of £277 per advert.
- Councillor Murfitt referred to the concerns of the parish council, which had been raised at the Licensing Sub-Committee which had taken place in July 2017. She informed the committee that one of their concerns had been of safety due to the pop-up food van parking on Broadway, which was a narrow road. She informed the committee that other concerns had been of food odours from the van and noise from a generator. The Head of Service for Environmental Health and Licensing advised the committee that since that sub-committee had taken place, it had become apparent that the pop-up food van had not visited Broadway for a considerable amount of time.
- The Chairman drew the committee's attention to the correspondence from the publican of the Blue Ball pub in the appendix to the report. This suggested that as the pub now had a kitchen, it was not his intention to have a pop up food van more frequently than every other month. Members noted that at the time the van was outside the pub frequently, the pub was having its kitchen refurbished.

Councillor Roberts moved for no action to be taken, with the majority of members voting in favour of this and 1 member abstaining.

The Licensing Committee therefore refused the request by Grantchester Parish Council for the street of Broadway in Grantchester, to be designated a Consent Street under The Local Government (Miscellaneous Provisions) Act 1982. Members agreed the reasons for refusal were:

- The committee took account of the representations made both in favour and against designation of Broadway as a Consent Street.
- The committee considered that the public consultation had not demonstrated overriding reasons to support the Parish Council's request.
- No responsible authority had objected to pop-up food vans trading on Broadway.
- The Committee took account of the representation made by the publican of the Blue Ball Inn, which stated that as the pub had a kitchen their intention was not to have a monthly pop-up food van and suggested that this may instead occur once every couple of months. The Committee also noted that it was indicated in the representation, that the last pop-up van on Broadway had been some time ago.

#### 4. HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY AND CONDITIONS

Myles Bebbington, Head of Service for Environmental Health and Licensing, presented the new draft Taxi Licensing Policy and amended conditions of licensing for Hackney Carriage and Private Hire vehicles, drivers and operators. The committee was asked to review and agree this draft document before it was issued for consultation.

The committee reviewed the draft policy, firstly raising a number of points regarding grammar and punctuation. These would be fed back to the Head of Service for Environmental Health and Licensing, outside the meeting.

The use of CCTV in private hire and hackney carriages was discussed:

- Concern was raised that the Council would be imposing significant barriers to entry with the potential introduction of CCTV and wheelchair access requirements.
- Some members expressed support for the use of CCTV in private hire vehicles for the protection of both the customer and the driver.
- As a woman, Councillor Betson spoke in support of having CCTV in both hackney carriage and private hire vehicles.
- Members who had sat on licensing appeals sub-committees which had involved allegations from passengers against drivers of offences of a sexual nature, advised of the potential advantages of having CCTV in hackney carriage and private hire vehicles.
- Members felt that if CCTV were to be installed in hackney carriage and private hire vehicles, signage should be clearly displayed inside, outside and in the back and front of all vehicles, so that passengers were aware of this. The Head of Service for Environmental Health and Licensing advised the committee that clear signage would be needed in order to comply with data protection.
- Members advised that if the requirement for CCTV was implemented, the policy needed to reflect that when a passenger was in the taxi, CCTV should be running.
- Councillor Cuffley as the holder of a private hire driver's licence, expressed concern regarding the potential cost of CCTV, which would make the cost of getting a taxi licence high. Councillor Cuffley supported the use of CCTV in hackney carriages for the protection of the driver. He did not feel that CCTV was necessary in private hire vehicles given these vehicles were pre-booked and therefore the taxi company would have the passenger details.

The Head of Service for Environmental Health and Licensing advised that officers would carry out detailed research into what was available regarding the installation of CCTV in taxis, and the potential costs of this. He informed the committee that enquiries had been received from taxi firms wanting to install CCTV in their vehicles.

The committee voted on the principle of making CCTV a requirement in private hire and hackney carriage vehicles, with the majority voting in favour of this.

The display of driver identification was discussed. Committee members advised that passengers in private hire and hackney carriages, needed to be able to identify their driver without having to ask for their identification.

The committee was informed that:

- The South Cambridgeshire and Cambridge City taxi knowledge test had been trialled for hackney carriage driver applications and officers intended to roll this out to private hire driver applications as well. The aim of this was to raise the standard of drivers getting licences in South Cambridgeshire. The knowledge test would only be taken by new drivers, not drivers renewing their licence as these had

already been deemed 'fit and proper' through the original grant of their licence. The committee was in favour of all existing drivers having to do the knowledge test and felt that those renewing their licence should have to take it as well. Unless the Head of Environmental Health and Licensing found that this would be subject to legal challenge, the committee was in favour of this being phased in over a five year period.

- Under the proposed new policy, it would be mandatory for drivers to sign up to the Disclosure and Barring Service's update service, so that the Council would be notified of any new convictions. The committee supported this requirement.
- A group 2 medical report did not cover mental health. This report was the same medical standard that HGV and LGV drivers undertook and cost £100.
- Panther Taxis had fed back to the Licensing service that it did not feel there were enough wheelchair accessible taxi vehicles in South Cambridgeshire.

The committee discussed the trigger point and penalty point system, with officers recommending the use of the penalty point system. All members voted in favour of consultation on the penalty point system rather than the trigger point system.

The introduction of safeguarding training for drivers was welcomed. The committee was informed that South Cambridgeshire was working with other local authorities in the county to deliver safeguarding and disability awareness training, so that a standard would be set across the county.

Councillor Hales requested it be made a requirement of operators to inform customers of the cost of their fare when booking a taxi, even if the customer did not ask this. The Head of Service for Environmental Health and Licensing agreed to include this in the policy.

Members were informed that Cambridge North Railway Station was in South Cambridgeshire, therefore taxis from outside South Cambridgeshire could only take pre-booked fares from here.

Point 3b of appendix A was discussed, which said that 'The driver shall not allow any lone person to be conveyed in the front of any licensed vehicle'. As a private hire driver, Councillor Cuffley questioned how a driver could impose this if a passenger wanted to sit in the front of the vehicle, for example due to motion sickness. Councillor Hales proposed it be written into the policy that this be addressed at the time of booking, with passengers being informed at the time of booking that the driver could not allow anyone in the front of the vehicle unless the need for this was specified at the time of booking.

The committee was informed that this draft policy would go out to consultation at the beginning of November 2017 and would end around the beginning of January 2018. Responses would be collated and the outcome of the consultation would be brought back to the Licensing Committee and a final decision on the new policy to be taken by full Council after this meeting.

The Licensing Committee approved for consultation, the draft Hackney Carriage and Private Hire licensing policy and conditions, subject to the incorporation of the amendments proposed by the committee.

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**The Meeting ended at 12.37 p.m.**

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# Agenda Item 4



**South  
Cambridgeshire  
District Council**

**REPORT TO:** Environmental Services Portfolio Holder  
Licensing Committee  
**LEAD OFFICER:** Director Health & Environmental Services

24 January 2018

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## **HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY AND CONDITIONS**

### **Purpose**

1. For the Environmental Services Portfolio Holder and the Licensing Committee to approve a new Taxi Licensing Policy and amended conditions of licensing for Hackney Carriage and Private Hire vehicles, drivers and operators following a public consultation.
2. This is a key decision because it is significant in terms of its effects on communities throughout the district where taxi services are an integral part of the transport needs for rural areas. It was first published in the November 2017 forward Plan.

### **Recommendations**

3. It is recommended that the Environmental Services Portfolio Holder and Licensing Committee approve the amendments attached as appendices A to H for adoption and recommendation to full Council.
4. That this approved policy and conditions be recommended to the full Council for adoption by no later than 31<sup>st</sup> March 2018.

### **Reasons for Recommendations**

5. In order to adopt any changes of policy or conditions, there is a requirement to consider the views submitted from any consultation of those who may be affected either directly or indirectly, from the changes proposed.
6. Where changes have been made through the policy and appendices, these are shown in yellow along with track changes.

### **Background**

7. The Local Government (Miscellaneous Provisions) Act 1976 Part II and the Town Police Clauses Act 1847 creates a statutory duty for local authorities to licence Private Hire and Hackney Carriage vehicles, drivers and operators. In carrying out this function the licensing authority has a duty to ensure that public safety is paramount whether it is to prevent direct danger to the passenger from the driver of the vehicle or danger to the passenger and other members of society from the vehicle itself.

8. Under current legislation the licensing authority has the power to impose policies and conditions that it considers reasonably necessary to provide a service that is accessible and safe and promotes the safety of the travelling public. Too restrictive an approach can work against the public interest, and could have safety implications by encouraging illegal operations or forcing the trade to licence elsewhere where conditions are less onerous, thereby losing regulatory control over drivers and vehicles working in our area. The provision of a service to the public should be accessible and safe.
9. The current licensing conditions have been in force since 2009 and cover conditions of licensing for drivers, operators and vehicles along with a policy on relevance of convictions and a handbook to act as guidance to licence holders and applicants.
10. The consultation process, approved at the previous committee meeting on 27<sup>th</sup> October 2017, took place between 1<sup>st</sup> November 2017 and 5<sup>th</sup> January 2018. The consultation was placed on the Council website and all licensees were contacted and invited to take part. In addition a range of stakeholders were also notified and invited to submit views.
11. In total 51 views were submitted with a breakdown as follows:-
  - Residents - 11
  - Licensed drivers - 23
  - Licensed operators - 7
  - Parish Councils - 4
  - Other - 6
12. A wide range of views have been submitted with a number of suggestions to be considered for any final policy. All consultations responses are attached as **Appendix I**.
13. A summary of all the responses collated into the relevant section are attached as **Appendix J**.
14. Through the consultation most comments reflected common sense views that have been considered at officer level and the relevant part of the policy and appendices have been amended to reflect these. Areas amended are highlighted in yellow with track changes from the consultation document clearly shown and are recommended for approval.
15. There are some areas where the views from consultees are entirely different from the original consultation and therefore members should agree a clear view and direction for the policies and conditions, these are:-
  - Introduction of CCTV in vehicles,
  - Wheelchair accessible vehicles
  - Knowledge test
  - Plate exemption policy
  - Vehicle age policy

## **CCTV**

16. A number of comments have been raised relating to CCTV with a strong resistance to installation in plate exempt vehicles (chauffeur work) and also in relation to the cost being a barrier to entry. Officers have looked into the overall cost of purchase and have come to an indicative price that meets the ICO (Information Commissioner Office) regulations at around £500 to £650.
17. In reflecting the consultation responses, policy has been amended (subject to approval) to introduce CCTV for Hackney Carriages only at this present time, to reflect the nature of work that they undertake, but to commit to further consultation with the trade and a further review in 2019 specifically considering the Private Hire trade.

## **Wheelchair accessible vehicles**

18. There was some confusion in the consultation responses that some Private Hire drivers did not realise this was a specific condition to Hackney Carriage only. Cost was cited as a major problem in introducing a wheelchair only fleet. Officer investigation shows that smaller 4 seater vehicles such as Peugeot Partner vehicles can be purchased with rear loading, second hand ( i.e under 3yrs of age) from around £16k larger 8 seater mini bus style vehicles start around £30K for a 2/3 yr old model. Officers have spoken with other authorities to understand what alternatives there are to a whole fleet wheelchair accessible approach and have found that mixed fleets are common place.
19. It was noted that whilst specifications for entry and capacity were covered in the draft consultation document, no wording was included specifying overall vehicle type approval, this has now been included.

## **Knowledge test**

20. A number of opinions were submitted on this matter with a range of views however, the main area of comment was against the requirement for existing drivers to take a test. Officers have considered this point carefully and also looked back at previous complaints, which have indicated that there are relatively few complaints that indicate drivers do not know the area or have issues around areas covered in the test.
21. The policy has therefore been amended to reflect these views but with a caveat that existing drivers can be instructed to undertake the test should complaints relating to knowledge of the area, arithmetic, licensing conditions, spoken English directly attributable to the role be upheld.

## **Plate Exemption Policy**

22. Particular responses made around executive vehicles that from time to time undertake localised “normal” Private Hire work highlighting that whilst chauffeur style work is the primary focus, there is still an occasional local need particularly in rural areas where the transport network is reduced, to serve local people in a normal Private Hire style which subject to approval has been reflected in the policy.

## **Age Policy**

23. Views were received in respect of the proposal to reduce the age of first entry to all vehicles and a specific proposal was put forward to be more favourable to hybrid/electric/ultra low emission vehicles.

## **Considerations**

24. In recommending the proposed draft policy and conditions, consideration has been given to the views of those that responded to the consultation, Department of Transport best practise on taxi and Private Hire vehicle licensing, Local Government Association guidance, Institute of Licensing model convictions policy as well as policies currently in force with neighbouring authorities and the need to promote public safety.
25. The adoption of a comprehensive policy alongside more specific conditions will allow the authority to maintain high standards throughout the trade and will set expectations of conduct both to existing licence holders and prospective licence holders. The overarching aim of any policy or conditions is to ensure that protection of the travelling public is paramount in any decisions taken by this authority.
26. In preparing any policy, consideration must be given to the risks and benefits of adopting a policy that is too onerous to encourage take up by new applicants and existing trade :-

- Benefits

A strict policy and conditions will contribute to those people applying for and holding a licence with South Cambridgeshire District Council meeting stringent standards that will help contribute to a higher professional standard and safety of the travelling public.

- Risk

A licensing policy and conditions that are too onerous may encourage the trade to go elsewhere where conditions are lower to obtain a licence and return to work in the South Cambridgeshire district. In such cases this authority would have no powers to enforce or regulate such activities.

Setting entry standards that are disproportionate or too onerous may lead to persons deliberately operating illegally due to the difficulty and cost of being licensed against the risk of being caught and the possible fines imposed by any court

## **Options**

27. Members may agree one of the following options:
- Agree the proposed amended policy and conditions as recommended
  - Reject the amended proposed policy and conditions
  - Amend the proposed policy and conditions attached.

## **Implications**

28. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

### ***Financial***

29. There are no significant implications

### ***Legal***

30. Any applicant for a licence or any existing licensee affected by a decision resulting from the introduction of new policies or conditions has a right of appeal to a Licensing sub-committee or a Magistrates Court

### ***Staffing***

31. There are no significant implications

### ***Risk Management***

32. There are no significant implications

### ***Equality and Diversity***

33. The licensing regime promotes equal opportunity

### ***Climate Change***

34. Promotion of environmentally friendly vehicles will contribute to the reduction of harmful gasses in the atmosphere

## **Consultation responses (including from the Youth Council)**

35. All existing licence holders were consulted seeking their written views and comments on the proposed changes. In addition we also sought views from:-

- Hackney Carriage drivers and proprietors
- Private Hire drivers and proprietors
- South Cambridgeshire Private Hire operators
- South Cambridgeshire DC Councillors
- Parish Councillors
- Local Children's Safeguarding Board
- Neighbouring authorities
- Local safeguarding board
- Local Colleges
- Bodies that represent the elderly
- General Public

36. The policy and conditions will be available on the Council's webpage.

37. The policy was consulted on between 1<sup>st</sup> November 2017 and 5<sup>th</sup> January 2018 the results of the consultation and any relevant amendments are part of this final report to the Licensing Committee to approve the policy and conditions that will come into effect no later than 31<sup>st</sup> March 2018.

## **Effect on Strategic Aims**

**Aim 1 - Living Well - Support our Communities to remain in good health whilst protecting the natural and built environment**

### **Background Papers**

Local Government (Miscellaneous Provisions) Act 1976

Town Police Clauses Act 1847

DFT Taxi & Private Hire Vehicle Licensing – best practise guidance

Local Government Association Convictions guidance

**Report Author:** Myles Bebbington – Head of Service, Environmental Health and Licensing  
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# Hackney Carriage and Private Hire Draft Licensing Policy 2017



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## Definitions

Applicant	Person or business who has submitted an application for either a grant or renewal of a licence
Assistance Dog	A dog which is trained to assist people with disabilities to help them with their day to day life
Authorised Council Officer	A council officer who is authorised by the council to exercise powers and duties conferred by legislation
Badge	Issued to all licensed drivers and must be worn when working as a licensed driver
Byelaws	Locally adopted 'conditions' applicable to Hackney Carriage drivers
Conditions	Mean the conditions of licence applied by the council to a driver's licence, an operator's licence or a vehicle licence.
Controlled District	Boundary area of a local authority which has adopted the provisions of the Local Government (Miscellaneous Provisions) Act 1976 or the Town Police Clauses Act 1847
Date of First Registration	Date shown as the date of first registration on the vehicles V5 log book issued by DVLA
DBS	Disclosure & Barring Service
DfT	Department for Transport
Driving licence	Full GB driving licence issued by DVLA or, EEA driving licence or, acceptable equivalent as defined by DVLA or appointed agency
DVLA	Driver and Vehicle Licensing Agency
DVSA	Driver and Vehicle Standards Agency (which replaced VOSA in 2014)
Fare Card	A card which must be displayed in vehicles that are fitted with a taximeter which indicates the maximum authorised fare to be charged for distance travelled, waiting time and soiling charge and the licence plate number
Hackney Carriage Vehicle	A vehicle licensed under the 1847 Act commonly referred to as a taxi
ICO	Information Commissioners Office
IOL	Institute of Licensing
LGA	Local Government Association
Licensing Authority	Means the licensing function within South Cambridgeshire District Council
Licensing Committee	The committee which determine licensing matters as set out in the council constitution
Licensed Driver	A driver licensed under the 1847 Act to drive a Hackney Carriage vehicle or under the 1976 Act to drive a private hire vehicle
Licence Plate	The plate which licensed vehicles must display which shows the licence number, the maximum number of persons to be carried, expiry date, vehicle registration number, and make and colour of vehicle
Licensed Vehicle	Vehicle which is licensed under 1847 Act as a Hackney Carriage or licensed under the 1976 Act as a private hire vehicle
Operator	The business which invites and accepts bookings for private hire work
Private Hire Door Stickers	Door stickers which must be affixed to the rear doors of private hire vehicles which display 'Private Hire vehicle – Must be pre-booked with operator'
Private Hire Vehicle	A vehicle licensed under the 1976 Act
Proprietor	Registered owner or part owner of a vehicle
PSV	Public Service Vehicle
Road Traffic Acts	Including all associated legislation
Taximeter	Device used for calculating the fare to be charged for the journey by measuring distance travelled plus any time waiting. Fitted in all hackney carriage vehicles and some private hire vehicles
The 1847 Act	The Town and Police Clauses Act 1847 and the provisions within
The 1976 Act	The Local Government (Miscellaneous Provisions) Act 1976 and the provisions within
The Council	South Cambridgeshire District Council
The Equality Act	Equality Act 2010 which has legislation specific to disabled persons
This Policy	This policy document and appendices
WAV	Wheelchair Accessible Vehicle

## **SECTION 1**

### **1. Introduction**

#### **Policy Purpose, Status and Scope**

- 1.1 The purpose of this policy is to provide guidance and information regarding the general approach taken by South Cambridgeshire District Council, when administering its functions within the legislative framework of the 1847 and 1976 Acts. It has traditionally exercised these responsibilities through a number of sets of conditions, byelaws, guidelines and procedures which have been developed and adopted over the years. It is widely considered best practice to create a unified policy that brings together all of these procedures and documents in one overarching policy.
- 1.2 This policy does not override the legal requirements embodied in any primary or secondary legislation in force at the time of adoption or as may be enacted after the adoption of this policy. Where there are any subsequent changes made to the applicable legislation, or its interpretation by the courts that conflict with this policy, the conflicting elements shall not apply and will be amended at the earliest opportunity.
- 1.3 The legislation places a duty on the council as the licensing authority for licensing hackney carriage and private hire vehicles, drivers of those vehicles and operators of those vehicles. The licensing authority understands the importance and responsibility it has in ensuring that licensed vehicles in the district are safe, comfortable, properly insured and available where and when required, and that drivers are fit and proper to undertake the role. This policy and the imposition of conditions found in the appendix documents are considered appropriate to address all these aspects.
- 1.4 The primary focus when administering its functions are public safety, safeguarding and wellbeing. In exercising its discretion in carrying out regulatory functions, the council will have regard to this policy and appendices.
- 1.5 In formulating this policy, consideration has been given to local circumstances and requirements and the DfT best practice guidance March 2010
- 1.6 Every decision, application and enforcement action will be considered on its own merits.
- 1.7 The council may depart from this policy if merited, but will provide clear and compelling reasons for doing so.
- 1.8 This policy is not a comprehensive statement of the law; applicants should always obtain their own legal advice if they are unsure of the requirements of legislation.
- 1.9 It must be noted that vehicles and drivers licensed by different local authorities can be used for private hire purposes within this district. These vehicles and drivers are not subject to compliance with the conditions applied by this authority but must still comply with their own local authority conditions and general law.

#### **Consultation and Revision**

- 1.10 The council will consult with stakeholders prior to the adoption of this policy, and for the further continuation and development of the policy.
- 1.11 Once adopted this policy and appendices will be kept under review and revised as appropriate and in any event not less than every five years. The council expects licence holders to comply with its terms and conditions.
- 1.12 The council will keep the policy and appendices under review and will consult where appropriate on proposed revisions. Appendices and sections of the policy may be updated and amended by the licensing committee after consultation without the whole policy being consulted upon. Minor editorial changes to ensure content is up to date and do not affect the ethos of the policy will be delegated to officers, such changes may be to change web addresses, postal addresses, contacts etc.

- 1.13 This being the first draft of the policy, will be consulted upon for 8 weeks from 1 November 2017 to 5 January 2018. Any responses to the consultation will be taken into consideration before determining and adopting the final policy. The final policy is expected to be in place no later than March 31<sup>st</sup> 2018.
- 1.14 The consultation draft policy was freely available on the council's website and main council buildings. There was a public notice in the local newspaper advising of the consultation and period.
- 1.15 Consultation took place with the following:
- Hackney Carriage drivers and proprietors
  - Private Hire drivers and proprietors
  - South Cambridgeshire Private Hire operators
  - South Cambridgeshire DC Councillors
  - Parish Councillors
  - Local Children's Safeguarding
  - Neighbouring authorities
  - Local safeguarding board
  - Local Colleges
  - Bodies that represent the elderly
  - General Public

#### **The Licensing Regime – General overview**

- 1.16 The primary legislation applicable is the Town and Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976. Vehicles used for hire and reward which accommodate a maximum of up to eight passengers, drivers of those vehicles and operators of private hire vehicles are regulated by the above legislation. Vehicles which accommodate more than eight passengers are classed as Public Service Vehicles (PSV) and are not covered by the legislation or this policy. The council has no involvement in the licensing of PSVs; they are the responsibility of The Traffic Commissioner.
- 1.17 Any person who carries out hire and reward work without the correct licences, would be breaking the law and therefore would not have valid insurance. This can have serious consequences for all parties involved, if an accident or incident occurs.
- 1.18 In order to be licensed correctly the licences must 'match', i.e. issued by the same local authority. A Hackney Carriage vehicle and the driver must be licensed by the same local authority. For private hire, the operator, driver and vehicle must be licensed by the same authority. This does not prohibit the operator subcontracting a booking to another operator licensed by a different local authority.
- 1.19 The legislation places a duty on the local authority to only license those who are considered to be 'fit and proper'. The term 'fit and proper' is not defined in legislation, but it may be useful to think of a person being considered as "safe and suitable".
- 1.20 The legislation allows local authorities to set their own conditions, requirements and application processes. This means that each local authority's requirements and conditions can be different.
- 1.21 The aim of the legislation is to ensure that the public have reasonable access to these services and to ensure the public are protected. Public safety is paramount and has a wide scope; it includes public safeguarding, protecting vulnerable persons and public wellbeing. To achieve the aim of the legislation and to meet the obligations of the Acts, South Cambridgeshire District Council has set conditions and processes in place, which promote well run, safe and responsible businesses.
- 1.22 Other general law is also applicable such as the Highway Code, the Road Traffic Act, Health and Safety at Work Act, the Health Act 2006, the Equality Act 2010, etc. This is not a definitive list and not all applicable legislation is enforced or regulated by the council for example the Road Traffic Act 1991. South Cambridgeshire District Council expects licence holders to ensure that they keep up to date and comply with all applicable legislation.

### Role of Hackney Carriage and Private Hire Trade and the difference between them

- 1.23 The council recognises the importance of Hackney Carriage and Private Hire vehicles, drivers, proprietors and operators. They play an essential role in the provision of local transport for those who have difficulty getting about on public transport, those enjoying the night time economy, taking children to school etc., and are vital in helping to maintain a healthy local economy. They can often be the first point of contact for a visitor to the local area.
- 1.24 Whilst the general public do not always know the difference between a Hackney Carriage and a Private Hire vehicle, and often refer to both as taxis, there are significant distinctions in law, on how they are allowed to operate. However, both have equal importance.
- 1.25 Within the district in which a Hackney Carriage vehicle (and driver) are licensed, they are available for immediate hiring, they can be hailed (or flagged) in the street, can wait on a rank and be approached directly by a member of the public, 'ply for hire' in public places. They are not required to be booked via an operator. They must display a fare card within the vehicle which shows the current maximum fares to be charged as set by the local authority. In law, these are allowed to be called 'taxis' or 'cabs', and are sometimes also referred to as Black or London Cabs. Hackney carriages licensed by another local authority that operate within this district cannot ply for hire or wait on ranks. They may however be used for private hire purposes, i.e. make pre-booked journeys.
- 1.26 A private hire vehicle is not allowed to accept direct bookings from the public. They can only accept bookings from a licensed operator; they cannot operate independently, i.e. without a licensed operator. They cannot be hailed in the street or wait on ranks. If a private hire driver accepts a fare which has not been pre-booked through a licensed operator, they are committing an offence and potentially driving without valid insurance. The fares charged are not regulated by the authority, but must be agreed with the operator at the time of booking. Although, for within journeys that start and finish within the district, where a private hire vehicle has a taximeter fitted, the fare charged cannot be more than would be charged by the taximeter fare. They are not allowed to use the term 'taxi' or 'cab' but may be called 'minicabs'.
- 1.27 In determining if a vehicle is being used for private hire purposes and needs to be licensed, the council will have regard to the guidance issued by DfT. See link below.  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3985/phv-licensing-guidance.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3985/phv-licensing-guidance.pdf)
- 1.28 The conditions set by this council require both Hackney Carriages and Private Hire vehicles to display the licence plate on the rear of the vehicle. A Hackney Carriage is required to display a white plate and a private hire vehicle must display a yellow plate, unless exempted.

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### Information sharing

- 1.29 The council works in partnership with many other enforcement agencies such as the Police, HM Revenue and Customs, the Home Office, DVSA, Department of Work and Pensions, benefit fraud etc. The council will share information with other departments or regulatory bodies where appropriate. The council is legally required to provide information if requested, pursuant to a criminal offence, or to detect fraud, or immigration offences.
- 1.30 The legislation also requires local authorities to maintain a public register.
- 1.31 The council will work with neighbouring authorities and report to them any relevant matters that relate to their licence holders.

### Decision making

- 1.32 Each application and enforcement action will be determined on its own merits. Determination of applications will be made in accordance with this policy and the council's constitution. Officers have authorisation to make decisions, but may also refer certain matters to the licensing committee if appropriate.

- 1.33 Enforcement actions will be in accordance with this policy, the council's enforcement and inspection policy and the Regulators' Code 2014.
- 1.34 Any person who has been refused a licence, or has had their licence revoked or suspended, or who believes that the imposition of a condition is unfair, may appeal to the Licensing Sub-Committee or the magistrate's court within 21 days of being given the decision.

#### **Immigration Act – all licences**

- 1.35 The council has a statutory obligation to ensure that applicants have the legal right to work in the UK prior to issuing a licence. The issuing or refusing of licences will be undertaken in accordance with the requirements of the Immigration Act 2016.
- 1.36 The council takes this responsibility seriously and has checks in place to ensure compliance with the Act, and will liaise where required with relevant Home Office departments. If however, a licence has been issued incorrectly for whatever reason, the licence ceases to have effect if the person does not have the right to work in the UK. Any licence which has expired due to the person's immigration status must be returned to the council within 7 days.
- 1.37 A licence may be suspended or revoked or its renewal refused if, since the grant of the licence there has been a conviction of an immigration offence or a requirement to pay an immigration penalty.
- 1.38 Proprietors and operators also have an obligation to ensure that they only use persons who have the right to work in the UK. Failure to observe this obligation, or to provide due diligence checks, will be subject to enforcement action by the appropriate Home Office department, which may result in a civil penalty or imprisonment.

#### **Policing and Crime Act 2017**

- 1.39 The council will give full regard to any guidance issued by the Secretary of State regarding the protection of children, and vulnerable individuals who are 18 or over, from harm. If any changes to any parts of this policy or related appendixes are required when the guidance is released, they will be amended at the earliest opportunity.

## **SECTION 2**

### **2. General provisions for Hackney Carriage and Private Hire vehicles**

#### **Vehicles General**

- 2.1 South Cambridgeshire District council has not set a limit for the number of Hackney Carriage vehicles it will license. There is no provision for the council to limit the number of Private Hire vehicles it licenses.
- 2.2 The maximum duration of a vehicle licence is one year, and there is no age limit to the number of times the licence can be renewed providing it meets the criteria of the vehicle application process and conditions of licensing for vehicles – APPENDIX B.
- 2.3 If a renewal application has not been received at the end of the vehicle's licensed period, the vehicle cannot be used for hire and reward purposes. Any vehicle which has not renewed within the expiry of the licence, will be classed as unlicensed, and will be required to apply as a new vehicle and meet the required age and specification criteria for a new vehicle – APPENDIX B.
- 2.4 It is the responsibility of the vehicle owner to ensure that renewal applications, paperwork and mechanical tests are carried out in a timely manner to avoid the vehicle becoming unlicensed.
- 2.5 Once a vehicle is licensed as either a Private Hire vehicle or a Hackney Carriage vehicle it remains a licensed vehicle until it is delicensed. **This means that these vehicles can only be driven by licensed drivers.**

2.6 Therefore partners of licensed drivers, who are not also licensed drivers themselves, are not permitted to drive licensed vehicles, even when the vehicle is considered 'off duty'. Any insurance policy which provides insurance for a licensed vehicle to an unlicensed person ~~is likely to be invalid~~ may be made void by the insurer (Oldham v Saijad). ~~Insurance policies are usually and may also be invalid if the insured is knowingly breaking the law by driving the vehicle.~~

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2.7 Vehicles which accommodate more than 8 passengers cannot be licensed as a Hackney Carriage or Private Hire vehicle.

2.8 The council has set conditions applicable to the vehicle requirements, internal and external specifications, of the vehicles it will license. These can be found in APPENDIX B for Private Hire vehicles and Hackney Carriage vehicles. There is a separate set of conditions applicable for Limousine and speciality vehicles, licensed as private hire vehicles, which can be found at the end of APPENDIX B

2.9 The council has set these conditions as the minimum standards to ensure that the public travel in safe, comfortable and roadworthy vehicles. All vehicles must also conform to the type approval and construction and use regulations.

2.10 Whilst each application will be determined on its own merits, it is unlikely that the council would license a vehicle which did not meet the licensing standards and specifications. Where a vehicle proprietor wishes to license a vehicle which does not meet the specifications and standards, they are advised that an application would be refused and they would then have a right of appeal either with the Licensing sub-committee or at a Magistrates court.

2.11 All expired plates must be returned to the council.

2.12 All licensed vehicles must comply with the requirements of the Health Act 2006 and display no smoking signs. Drivers are reminded that it is against the law to smoke or allow someone to smoke in a licensed vehicle at any time. For the avoidance of doubt, the council also forbids the smoking of electronic cigarettes and vaping, whether by the driver or passengers.

### Appearance

2.13 Vehicles must be safe, comfortable, the passenger compartments must be clean and dry including upholstery, without rips or tears or sharp protrusions. Proprietors, drivers and operators must ensure that the vehicles they utilise, meet the expectations of this council and the travelling public.

2.14 The exterior of the vehicle must be reasonably clean to ensure that passengers can board and alight the vehicle without getting soiled. Drivers are also reminded to ensure that the licence plate and registration plate remain clean and visible.

2.15 Any vehicle damage that materially affects the safety, performance, appearance, or the comfort of the passenger must not be used for hire and reward purposes, until the vehicle has been suitably repaired.

2.16 All licensed vehicles must display the licence plate on the outside at the rear of the vehicle, unless it is a private hire vehicle and has applied for and obtained an exemption plate certificate.

2.17 The licence plate must be securely fixed to the bracket which should be bolted or screwed to the outside rear of the vehicle, in such a manner that the plate is not obscured from view by fixtures or fittings, and the plate does not obscure the vehicle registration plate. The plate must also be able to be easily removed by an authorised council officer or police officer: magnetic fittings are not allowed.

2.18 The council will not permit any advertising which it considers inappropriate, therefore all advertising, (except for the operator name and telephone number), on or in vehicles must be approved prior to being placed on or in the vehicle.

2.19 Private ~~h~~Hire vehicles must display on the rear passenger doors in a prominent location, ~~permanently~~ affixed ~~(not magnetic)~~ door signage. This signage must state 'Private ~~h~~Hire vehicle – must be pre-booked with operator'.

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**Vehicle age and Livery policy**

2.20 The council must ensure that the travelling public are aware of the type of vehicle they are using. Any vehicle licensed by the council as a Hackney Carriage can only be white in colour, and must have the council emblem on the bonnet APPENDIX B (6i). This will help distinguish Hackney Carriage when travelling into Cambridge City and help to make it harder for driver and vehicle to “ply for hire” in an area where they are not licensed to do so.

2.21 All Hackney Carriage vehicles must be ~~side-loading~~ Wheelchair Accessible Vehicles (WAV's). New vehicles will need to comply with this immediately, and for those vehicles currently licensed as a Hackney Carriage they will have 3 years to comply. Failure to do so will result in the vehicle being de-licensed.

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2.22 The age restrictions on when a vehicle is first granted a licence are set out in the boxes below. There is no upper age limit for when we would no longer license a vehicle. as long as the vehicle has met the criteria set out within the vehicle licence application and conditions.

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	Hackney Carriage	Private Hire
<del>Maximum age for Hybrid/ Electric/ultra low emission vehicles as defined by Gov.uk</del>	<del>5yrs old</del>	<del>5yrs old</del>
Maximum age for other vehicles at time of first being licensed	4 years old	4 years old
Maximum age at time of first being licensed for Exempt Executive (Non electric/Hybrid vehicles)	N/A	6 years old

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**Insurance**

2.23 It is the responsibility of proprietors, operators and drivers to ensure that they are properly insured at all times. Insurance provided by operators to cover their fleet and drivers is usually only valid when drivers are driving for that company. If drivers work for multiple operators, all parties must ensure that appropriate and valid insurance is in place to avoid an inadvertent criminal offence.

2.24 Applications for a new or renewal of a vehicle licence will require submission of proof of valid insurance which covers the vehicle and driver for hire and reward purposes. The vehicle proprietor and the driver must ensure that valid insurance is maintained at all times. It is considered best practice for proprietors and or drivers to keep copies of expired insurance policies for a reasonable period of time in case of any retrospective claims i.e. 3 months minimum. An original insurance certificate must be provided with an application, or if an electronic version, it must be supplied by the insurance company to [licensing@scambs.gov.uk](mailto:licensing@scambs.gov.uk)

**Safety equipment**

2.25 All licensed vehicles must have a suitable and efficient ~~fire extinguisher, which has a minimum capacity of 0.5kg, and~~ first aid kit containing appropriate first aid dressings and appliances. This equipment must be in date and carried in such a position in the vehicle as to be readily available and visible for immediate use in an emergency. ~~Both This~~ items must be ~~indelibly marked clearly marked, with the council issued licence plate number and the vehicle registration mark.~~

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**CCTV in licensed vehicles**

2.26 The installation of CCTV in licensed vehicles can be both a deterrent to would-be trouble makers and a source of evidence in the case of disputes between drivers and passengers, other incidents

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and accidents. If fitted correctly, it can assist the police and insurance companies with their investigations.

2.27 Drivers, proprietors and operators must notify the council prior to installation. They must be registered with the ICO (Information Commissioners Office) and comply with all aspects of data protection and CCTV codes of practice, including clear signage that the vehicle uses CCTV. Further information can be found on the following link <https://ico.org.uk/>

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2.28 CCTV must be professionally installed to ensure no interference with other equipment, in such a manner that it does not increase the risk of injury or discomfort to the driver and passengers, or affect any other safety system or in any way breach the motor vehicle construction and use regulations. It must be regularly checked and maintained, be clearly visible and the vehicle must display the required signage.

2.29 CCTV must not be used to record conversations of the travelling public. ~~However some systems have panic buttons which can~~ Sound must only be used by way of a panic switch as specified by ICO regulation and can be activated by either the driver or passenger which can be used in extreme circumstances such as in response to a threat of physical violence. The footage may only be accessed by the Police or authorised officer of the council, not by either the proprietor or driver. Footage must be kept for not less than 28 days.

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2.30 All Hackney Carriage vehicles must be fitted with an approved CCTV system no later than 31 March 2020.

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#### **Vehicle testing**

2.31 Vehicles must be presented for vehicle testing at any of the appointed testing stations. Proprietors and or drivers must book these appointments themselves directly with the chosen testing station. They must make sure that they organise the tests sufficiently in advance to ensure that the vehicle remains compliant with the vehicle testing requirements set out in the conditions (i.e. up to, but not exceeding, one calendar month before expiry).

2.32 Before an applicant takes a vehicle for an inspection they must ensure that it is roadworthy and that it complies with all of the Council vehicle conditions. Should the vehicle fail the test for any reason, then a re-test including a fee may be necessary in accordance with MoT guidelines.

2.33 Fees for the vehicle tests are separate from the fee for the vehicle licence and are charged at the discretion of the testing station.

2.34 Vehicles presented for the grant of a licence less than one year of age from first registration do not require a Certificate of Compliance or MoT. However, if the vehicle is again presented to renew that licence whilst the vehicle is still under one year old, a Certificate of Compliance and MoT will be required.

#### **Accidents**

2.35 Any accident that causes damage which materially affects the safety, performance, appearance, or the comfort or convenience of the persons carried therein, must be reported to the council as soon as reasonably practicable, and in any case within 72 hours. Failure to report an accident within the given timeframe is an offence and may lead to suspension or revocation of the licence.

2.36 The driver involved in the accident must provide details on the council approved accident form to the licensing department of how, where and when the accident occurred. The damage to the vehicle must be assessed by an officer, by emailing photos to the licensing department together with the vehicle's licence plate details, or inspection of the vehicle by agreement. If it is felt necessary a vehicle suspension notice will be issued. Failure to report an accident may result in suspension or revocation of both vehicle and driver licences.

2.37 Drivers, proprietors and operators are advised that the council may be contacted by insurance companies to verify an accident damage report and details provided.

### **Taximeters**

- 2.38 All Hackney Carriages licensed by this authority are required to have a working taximeter fitted in the vehicle; some Private Hire vehicles are also fitted with a taximeter. Where a taximeter is fitted, it must be calendar controlled, must not be set at a higher fare than the current maximum fare as agreed by the council. The taximeter must be sealed.
- 2.39 Where a journey starts and finishes within the South Cambridgeshire district, if a vehicle is fitted with a taximeter, it must be used when conveying passengers, the fare demanded cannot be more than that shown on the taximeter. If a fare has been quoted and agreed and is less than the fare shown on the taximeter, the quoted lesser fare must be charged.

### **Transfer of ownership of the vehicle**

- 2.40 If a proprietor wishes to transfer ownership of a licensed vehicle, they must complete the required application, providing full details of the new owner of the vehicle as soon as practically possible, and in any case within 14 days. A proprietor who fails to give such notice, without reasonable excuse, is guilty of an offence. There is an administration charge for this process to cover the cost of issuing an amended licence.  
Where the vehicle is changed, this will be treated as a new application.

### **Accessibility of vehicles**

- 2.41 The aim of the council is an accessible public transport system where people with disabilities have the same opportunities to travel as other members of society. The council expects that proprietors, drivers and operators give full consideration to ensure they provide a service to all members of society without discrimination. The council will keep a register to record all wheelchair accessible vehicles (WAV).
- 2.42 The council is committed to social inclusion and ensuring a wide variety of opportunity is available to all residents to enjoy a high quality of life. It is recognised that making door to door journeys easily and on-demand is crucial to social inclusion for disabled people.
- 2.43 All Hackney Carriages licensed by this council must be wheelchair accessible vehicles (WAV). This is to ensure that disabled people are able to hire the vehicle on the spot with the minimum delay or inconvenience.
- 2.44 All licensed vehicles must convey assistance dogs for no additional charge. It is a breach of the Equality Act to refuse to carry an assistance dog, unless the driver has applied for, and been issued with an exemption certificate.
- 2.45 The council encourages all Private Hire operators to include wheelchair accessible vehicles amongst their fleet and to ensure that no additional costs are levied by them or their drivers, for conveying disabled passengers or assistance dogs.
- 2.46 Private Hire vehicles fitted with a tail lift for wheelchairs, must provide a valid LOLER (Lifting Operations Lifting Equipment Regulations) certificate of compliance to prove that the tail lift has been tested and checked to the required standards. It must be retested every six months as per HSE (Health and Safety Executive) requirements.

2.47. When a vehicle has been modified post manufacture to provide access or special facilities for disabled passengers, the vehicle must have all modifications and adaptations, including all seats seat belts and anchorages, retested or approved to meet either European Whole Type Approval or the UK Low Volume Type Approval ( ESVA or IVA) that meets the required standard. Prior to the first licensing of the vehicle, the proprietor and/or driver must produce certification that the vehicle meets the required standards.

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### **Funeral and wedding vehicles**

- 2.48 There is no requirement for a vehicle to be licensed as a private hire vehicle if it is being used in connection with a funeral, or is being wholly or mainly used by a person carrying on the business of a funeral director for the purpose of funerals.
- 2.49 There is no requirement for a vehicle to be licensed as a private hire while it is being used in connection with a wedding.

### **Speciality Vehicles and Limousines**

- 2.50 Limousine and speciality vehicles are generally used for special occasions such as anniversaries, stag and hen parties, prom nights, etc. and may be vintage, specialist, or stretched vehicles.
- 2.51 Limousine and speciality vehicles used for the purpose of hire and reward are required to be licensed as private hire vehicles, with a seating capacity for 8 passengers or less, and all bookings must be made via a licensed operator.
- 2.52 These are specialist types of vehicles with their own set of conditions, in addition to the standard conditions. Where there is any inconsistency between the standard conditions and these specialist conditions, then these specialist conditions shall prevail. The conditions can be found at the end of APPENDIX B.
- 2.53 The council strongly recommends that anyone wishing to purchase and license a speciality vehicle or limousine, contacts the licensing team prior to purchase, to ensure that the vehicle will meet the conditions applied. Each application will be determined on its own merits.

### **Private Hire exemption licence**

- 2.54 The council recognises that there is a specialist market for the use of unmarked hire and reward vehicles. For example, executives who wish to give the appearance of using a chauffeur driven car, or who wish an unmarked vehicle for security reasons. Such customers will expect these vehicles to be prestige high specification vehicles and will also expect the driver to be smartly dressed either as a chauffeur or in a business suit with collared shirt and tie.
- 2.55 The ability to exempt a vehicle from displaying the licence plate only applies to Private Hire vehicles, it does not extend to hackney carriages which must display their plates at all times.
- 2.56 Prestige high specification Private Hire vehicles which carry out contract work such as executive bookings etc. may apply for an exemption licence, which exempts that vehicle from the requirement to display the standard licence plate and door signage. It also exempts the driver from wearing his badge; however the driver must carry his badge with him so that it is immediately available. The vehicle will be issued with a licence plate, which must be kept within the vehicle at all times, along with a small identification disc to be displayed on the front nearside windscreen.
- 2.57 **It is expected that ~~v~~vehicles which have been issued with an exemption certificate ~~must n~~primarily undertake executive chauffer work and are not normally ~~et~~ be used for general daily private hire work. Exempted vehicles found to be carrying out **extensive** standard private hire work will be subject to enforcement action and the exemption certificate may be revoked.**
- 2.58 Exempted vehicles must not display any advertisements, signage, logos, or insignias advertising the operating company inside or outside the vehicle.
- 2.59 Operators and proprietors who wish to apply for an exemption certificate must complete the application form, pay the required fee and provide sufficient supporting documentation to establish that the vehicle will be solely used for executive bookings.
- 2.60 There are extra conditions applicable to exempted vehicles, in addition to the standard conditions. Where there is any inconsistency between the standard conditions and these extra conditions, then these extra conditions shall prevail. The extra conditions can be found at APPENDIX D.

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2.61 If an exemption certificate has been issued and the vehicle will no longer be utilised solely for executive type bookings, the exemption plate and certificate must be surrendered and returned to the council. If the vehicle is still licensed, it must then display the plate and door stickers as required by the conditions for private hire vehicles. There will be a fee for the replacement plate and door stickers.

**Required information to be displayed inside all licensed vehicles – Internal Vehicle Notice for passengers**

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2.62 Members of the public who have cause for concern, or who wish to complain about a journey in a licensed vehicle, will need some information about the driver or vehicle they used in order to progress their complaint or report their concern. Whilst licensed vehicles display their licence plate which contains identifying details, these are displayed on the outside of the vehicle. Exempt vehicles do not display a licence plate and therefore it may be difficult for members of the public to obtain information prior to getting into a licensed vehicle. If they have a problematic journey, they may attempt to get the information, but this can be difficult if it is late at night or the vehicle quickly drives away.

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2.63 Whilst licensed drivers are required to wear their licence badge, which contains their information, a passenger may feel it too confrontational to request to see the driver's badge, especially if they have had a difficult journey. In order to protect the public and to allow customers to correctly identify and report either a driver or a vehicle which caused concern, the council has determined that certain information must be displayed inside all licensed vehicles, in the form of an Internal Vehicle Notice.

2.64 There must be a clear mechanism in place for any passenger to be aware of an Internal Vehicle Notice must contain the following information and must be displayed in a conspicuous unobscured place which can be easily read by a passenger travelling in the rear and front of the vehicle:

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- The business name of the operator, or proprietor if it is a Hackney eCarriage;
- The telephone number contact details, where a customer can make a complaint or report a concern;
- The vehicle registration number; and
- The vehicle licence plate number.

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This can be by way of digital technology sent to the customer prior to the booking, or an Internal Vehicle Notice containing the information and displayed in a conspicuous place which can be easily read by a passenger travelling in the rear or front of the vehicle.

### SECTION 3

#### 3. General provisions for Hackney Carriage and Private Hire drivers

##### Drivers general

- 3.1 The council can only license drivers that it considers are 'fit and proper' to hold a licence, and that the applicant is not disqualified by reason of their immigration status. 'Fit and proper' is given its widest interpretation and includes physical fitness, character, behaviour etc.
- 3.2 Therefore the council will require applicants and licence holders to undertake several checks and tests to establish their suitability to be considered 'fit and proper' to either be, or remain licensed.
- 3.3 Applicants and existing licence holders are required to share information held about them by various bodies, such as DVLA, the police, medical information, right to work, immigration status, etc. The council can request any information it deems may be relevant to determine their fit and proper status. This may include checking a driver's prior history with this or any other council, using intelligence from the police or any other regulatory authority as appears relevant.
- 3.4 In order to be eligible to apply to be a licensed driver, an applicant must have held a valid full driving licence for a minimum of 12 months. Therefore the minimum age a person could be eligible to apply is 18 years old. There is no maximum age, so long as the applicant still meets the full criteria.

3.5 In order to be a licensed driver a ~~new~~ applicant must first complete and pass the ~~Private Hire or Hackney Carriage Knowledge Test~~ (see S.3.19) Once this has been successfully carried out they may submit a signed completed application form and fee, provide proof of right to work in the UK, provide a satisfactory DBS, DVLA and group 2 medical report, provide one recent full facial passport type photo, and provide a pass certificate from the DVSA driving assessment test which is dated less than 12 months old at the time of the application.

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3.6 Existing drivers may be required to undertake a knowledge test should complaints be upheld that relate to knowledge of the area, or other matters covered within the test including, Licensing conditions, arithmetic, understanding of English, in relation to the role undertaken, etc.

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3.7 Driver licences are generally issued for a three year duration. They may be issued for a lesser period if appropriate, e.g. the applicant's right to work is of a shorter or limited duration. They may also be renewed. However, if a licensed driver fails to renew before the expiry of the licence, they will be required to apply as a new driver and meet all the requirements.

3.8 It is the responsibility of the driver to ensure they apply for their renewal with all relevant supporting original documentation in good time, with a recommendation that the submission is not less than six weeks before expiry.

3.9 It is important that drivers notify the council of any significant changes which occur after their licence has been granted. Such as:

a. Change of name, address, email address or telephone number. Email address is ~~strongly encouraged, mandatory and must be supplied, Where -as all provided-~~ renewals will ~~only~~ be sent out electronically. Anyone requiring a paper copy must obtain it from reception.

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b. Change of immigration status.

c. Changes in their health which may affect their driving ability.

d. All convictions, cautions, reprimands, warnings and DVLA penalty points currently shown on the licence.

e. Any other matter which may bring in to question their fit and proper status.

3.10 All licensed drivers are required to ~~wear prominently display~~ their driver's badge whilst working as a licensed driver ~~unless an exemption is granted by the Licensing Authority~~. Failure to comply is an offence under the 1976 Act and local byelaws. Drivers are reminded that the driver's badge remains the property of South Cambridgeshire District Council; all expired and surrendered badges must be returned to the council.

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3.11 This council issues two types of licences for drivers, a hackney carriage driver licence and a private hire driver licence. These are two separate licences and therefore if any person wishes to hold both a Hackney Carriage and Private Hire driver licences they are required to submit two separate applications.

#### **Suitability of driver**

3.12 Licensed drivers will come into contact with vulnerable people, drivers are expected to assist passengers with luggage, shopping etc., they will be driving for prolonged periods of time, and will have access to sensitive information therefore the council must fully assess an applicant's suitability prior to and after issuing a licence.

3.13 Consideration of suitability includes character and patterns of behaviour and is not limited to incidents which occur whilst the driver is 'on duty'. Conduct or behaviour which may indicate that the safety and welfare of the public may be at risk will also be taken into account when assessing their fit and proper status. The onus is on the applicant or licensed driver to satisfy the council that they are and remain 'fit and proper'.

- 3.14 The council requires applicants to fulfil certain criteria to ensure that the public are protected and drivers are able to provide the service which is expected of them.
- 3.15 Applicants will be required to undertake and provide an Enhanced DBS (Disclosure and Barring Service) check and a medical health check to the DVLA group 2 standard as a minimum, and share information held by DVLA, upon new and renewal applications. Additional information may be sought as part of the process if considered appropriate in individual circumstances.
- 3.16 Applicants for both new licences and renewals, who fail to report or declare an offence, or other relevant matters, will bring in to question their suitability to hold a licence. This deliberately prevents the authority from taking into account that information in protecting public safety. It also shows a blatant breach of conditions and will go toward consideration of suitability and their fit and proper status.

#### **Application process**

- 3.17 Applicants must fully complete an application and provide the relevant fee and paperwork required. Where supporting documentation is required to be submitted, only the original document will be accepted, no photocopies or photographs of the original are allowed. Applicants who deliberately fail to declare or who make false statements on the application form or during the application process, will be refused a licence and may be subject to legal action if it constitutes fraud.
- 3.18 Applicants must be able to prove their immigration status and that they have a right to work in the UK.
- 3.19 New applicants must submit with their application, a pass certificate for the driving test taken with one of our DVSA approved providers.
- 3.20 New applicants must complete and pass the Taxi Knowledge Test before they can submit either a Hackney Carriage driver or Private Hire driver application. There is a separate fee for this.
- 3.21 Applicants are required to produce an original Enhanced DBS certificate for the application to be considered. The certificate should be dated within one month from issue at the time of submission. An online application for an Enhanced DBS check can be carried out at any officially recognised body at the applicant's expense.
- 3.22 Applicants should be aware that we will not allow any member of staff to be subjected to threatening, abusive, intimidating or violent behaviour either directly, by telephone or other methods of communication. In any of these circumstances staff members have the right to refuse to process the application. Under legislation anyone issued with a Hackney Carriage or Private Hire driving licence, operator or vehicle licence must be classed as "Fit and proper". Any person exhibiting any of the above behaviour will have the application refused or licence revoked.

#### **Convictions, cautions and related matters**

- 3.23 In considering fit and proper, the council will take into consideration any prior convictions and cautions. Therefore, all applicants for new and renewals are required to undertake and submit an Enhanced DBS check. This check will detail all criminal convictions and cautions including those that are spent, and other relevant matters which may be held by the police about them. It does not prove an applicant's right to work.
- 3.24 It is important that the council remains updated about relevant convictions after any licence has been granted. Therefore as per guidelines set out by the LGA, all drivers must register for the DBS Update Service to allow the Council to receive updates. If not already registered for the service, an applicant will only be able to do so when the DBS certificate has been issued. This will then enable the council to use the DBS Update Service, Multiple Status Check Facility, see APPENDIX H.
- 3.25 **Due to the type of work performed by licensed drivers, they do not fall under the Rehabilitation of Offenders Act. This means that what would be considered as spent, under the Rehabilitation of Offenders Act, is still taken into consideration when determining applications for licensed drivers.**

- 3.26 Where convictions, cautions, reprimands or warnings appear on a DBS, it is not the place of the council to go behind the existence or reason of that conviction. Whilst mitigating circumstances may have applied at the time of the conviction, the council cannot re-try the conviction. Depending on the offence committed, applicants may be able to demonstrate that it was a 'one off'; they acted out of character, so are unlikely to be repeated. Each application will be determined on its own merits.
- 3.27 Applicants who have not resided continuously in the UK for five years will be required to submit a Statement / Certificate of Good Conduct, authenticated by the relevant embassy of the country of residence, in addition to the Enhanced DBS certificate. This must be translated into English at the applicant's expense. The Statement / Certificate of Good Conduct, must be no more than 3 months old at the time of submission.
- 3.28 The existence of a criminal conviction, caution, reprimand or warning does not necessarily preclude an applicant from obtaining a driver's licence. Conversely, the absence of any convictions or cautions does not mean that an applicant will be licensed. Each application will be determined on its own merits.
- 3.29 Further information is contained in the guidelines relating to the relevance of convictions, cautions, reprimands or warnings in relation to taxi licensing attached at APPENDIX E
- 3.30 Under Common Law Police Disclosure (CLPD) the police can share information regarding a licensed driver even before a conviction if there is a "Pressing social need". This ensures that where there is a public protection risk, the police will pass information onto a regulatory body to allow immediate action to mitigate any serious safeguarding risk. The CLPD replaces the Notifiable Occupation scheme which was withdrawn in March 2015.
- 3.31 Licensed drivers must notify the licensing department of any cautions, convictions, immigration offences, or other relevant matters, including road traffic offences such as speeding, which occur during or after the licence has been issued.
- 3.32 If it comes to the attention of the council that a licensed driver has failed to notify the council of relevant matters which occur during or after the licence has been issued, it will be taken particularly seriously. It shows a propensity towards dishonesty and questions the fit and proper status of the licence holder.

#### **DVLA**

- 3.33 As driving is the main function of a licensed driver, the council needs to consider if applicants hold a valid driving licence and if the licence holder has been issued any penalty points.
- 3.34 As the paper counterpart of the driving licence was abolished in June 2015, applicants and licensed drivers will be required to share information held about them by completing and signing the DVLA mandate provided in the application pack.
- 3.35 Consideration of penalty points and driving offences will be made in accordance with the guidelines relating to the relevance of convictions / cautions in relation to taxi licensing which can be found at APPENDIX E

#### **Medical Requirements**

- 3.36 It is essential that licensed drivers are in good health as they are expected to carry passengers' luggage, will drive on the road for longer periods than most car drivers, and may need to assist disabled passengers. The council must be satisfied that the drivers it licenses are sufficiently fit to undertake the tasks expected of them.
- 3.37 Being a licensed driver is a demanding role, safe driving requires the involvement of vision, hearing, attention, concentration, perception, good reaction time, judgement, coordination, muscle power and control etc. Therefore various body systems need to be functional for safe driving.

- 3.38 Due to the length of time an occupational driver (hackney carriage and private hire) spends at the wheel, it is appropriate to have more stringent medical checks and standards than those applicable to non-professional drivers.
- 3.39 The DVLA, The Royal Society of Medicine and the DfT recommend and consider it best practice for licensed drivers (hackney carriage and private hire) to be subject to the DVLA group 2 medical requirements. The DVLA group 2 medical is a recognised national standard developed by DVLA for bus and lorry drivers.
- 3.40 To ensure that public safety is protected, the council has chosen to adopt this best practice and to require all applicants to obtain and submit a group 2 medical report with their application for new licences and renewals.
- 3.41 Therefore applicants are required to undergo a medical examination by a registered general practitioner and submit the doctor's group 2 medical report with their application, to enable the council to consider their fitness to hold a licence.
- 3.42 The group 2 medical assessment must be completed by a doctor registered and licensed to practice in the UK or registered within the EU.
- 3.43 A group 2 medical report must be submitted with all new applications and every three years upon renewal and then annually ~~thereafter~~ when the applicant reaches 65 years ~~old~~. Applicants must pay any fees to the registered medical practitioner for completing the medical and report. The medical assessment must be no older than three months at the time of submission with the relevant application.
- 3.44 Applicants must arrange and book these appointments themselves and provide photographic proof of identity to the registered medical practitioner. If the registered practitioner is unable to complete the vision assessment section of the medical, the applicant must arrange for an optician or optometrist to complete this part.
- 3.45 Licensed drivers must notify the council and their medical practitioner of any deterioration in their health which may affect their ability to drive or complete their tasks as a licensed driver. The council expects licensed drivers to be responsible and not continue driving following any deterioration in their health, or any health problems which could endanger the lives of the general public.
- 3.46 If a licensed driver is involved in an accident in which s/he is injured, they must ensure that they are fit prior to returning to hire and reward work; this is for the safety of the driver and the general public. All accidents, however minor, must be reported to us using the accident report form. Drivers who have suffered whiplash must ensure that they have sufficient movement in the neck area to enable them to observe any potential hazards. If the council has any doubts about a driver's health and fitness after an accident we will require the driver to submit a signed and stamped medical assessment form. Failure to do so could result in the suspension of the licence.

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#### **Driver & Vehicle Standards Agency - Driving Assessment Test**

- 3.47 Before any application can be made, new applicants must have successfully completed the approved council driving test as outlined in the documentation set out in the application pack. This includes details of the approved providers with their relevant contact information.
- 3.48 Applicants for a Hackney Carriage licence will be required to undertake the disability access section of the driving assessment test.
- 3.49 The tests will be conducted using the applicant's vehicle which must be roadworthy. The assessor will not carry out the test if the vehicle appears unroadworthy and the fee may be lost.
- 3.50 If the test is passed successfully the applicant will be issued with a certificate. This will only remain valid for 12 months and must be presented as part of the subsequent application.

### **Service Expectations**

- 3.51 The council and the travelling public expect licensed drivers to provide good customer service and behave in a civil and courteous manner. They are expected to be clean and smart in their appearance. The vehicle must also be clean, presentable and roadworthy. They are expected to provide reasonable assistance with luggage or shopping and provide a ~~written~~ receipt if requested. Arrive at the appointed time and not prolong any journey. As professional occupational drivers, they are expected to drive with consideration to other road users and weather conditions.
- 3.54 Drivers must be aware of and comply with the conditions applied by this council and other appropriate legislation. Drivers who fail to observe these requirements may be subject to enforcement action which could lead to suspension or revocation of the licence. Licensed driver conditions are shown at APPENDIX A.
- 3.53 In addition to primary legislation, Hackney Carriage drivers are also conditioned by way of Byelaws which are attached at APPENDIX F.
- 3.53 Drivers must not operate any equipment which may distract them whilst driving. Drivers must not cause annoyance to passengers during the journey by playing music without the consent of the passenger/ hirer, or constantly talking on a hands free mobile phone.
- 3.54 Drivers must be aware of their obligations under the Equality Act to provide a service and assistance to passengers with mobility problems, disabilities and to take assistance dogs, without extra charge.
- 3.55 Drivers who refuse or fail to take assistance dogs without an exemption certificate may be prosecuted by the passenger and may also be subject to enforcement action by the council including suspension or revocation of the licence.
- 3.56 This council condemns discriminatory behaviour which is harassing, racist, religiously motivated, homophobic, sexist, or in any way offensive to disability or gender. Complaints of this nature are taken particularly seriously. The council does not have any power over passengers who use licensed vehicles, but will give support to the trade where possible. Drivers who experience any of the above behaviour should report it to the police.

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### **Assistance Dog Exemption certificate**

- 3.57 Drivers may apply for an exemption certificate if, for health reasons, they are unable to take assistance dogs. Exemption certificates can only be issued on health grounds. Drivers who wish to apply for an exemption certificate must provide written documentation signed by a registered health practitioner giving the reasons why they should be exempted from transporting assistance dogs.
- 3.58 Drivers who have been issued with an exemption certificate must inform proprietors or operators that they have the exemption to avoid any unnecessary distress or delay to passengers. The certificate must also be on display in the vehicle.

### **Idling offence environmental impact**

- 3.59 Drivers are reminded that it is an offence to leave a vehicle engine running whilst stationary unless waiting in traffic.

### **Monitoring of Licensed Drivers – Penalty Points Enforcement System**

- 3.60 In the interests of public safety, the council has a duty to ensure that licensed drivers remain fit and proper and will intervene where appropriate. Complaints made to the council are recorded and monitored.
- 3.61 Where serious complaints bring in to question a driver's fit and proper status are received they are investigated and appropriate action is taken. Less serious complaints and minor infringements are not investigated to the same degree, but the accumulation of several complaints and infringements about the same driver could highlight that there is a cause for concern and will not go unnoticed. It

could highlight a training need, a lack of understanding of conditions or legislation, or a failure to provide good customer care.

- 3.62 In the interests of clarity, the council has determined to introduce a Penalty Point Enforcement System that assesses the severity of a complaint, the accumulation of complaints, and the timeframes in which they are received. This does not mean that sanctions or enforcement action will automatically be applied. Each incident, complaint, breach or infringement against a driver will be considered on the individual circumstances of each case and as an accumulation.
- 3.63 When making enforcement decisions, Authorised Officers will take the Penalty Point Enforcement System into account. Any departure from this must be fully considered, exceptional, capable of justification and must be endorsed by the Head of Service, Environmental Health & Licensing or other officer as is consistent with the Council Constitution before the decision is implemented.

## **SECTION 4**

### **4 Operators**

#### **General**

- 4.1 The legislation requires any person, who in the course of business makes provision for the invitation or acceptance of bookings for a private hire vehicle, must be licensed as a Private Hire operator.
- 4.2 Any individual, partnership, company or other body that advertises the services of a private hire vehicle, provided with a driver, for hire and reward, is required to be licensed as an operator.
- 4.3 The acceptance of bookings may be provided for by a variety of methods, such as, in person, by telephone, text, email, internet, smart phone app, in writing, or by any other communication means.
- 4.4 The legislation requires the authority to only license operator's who are considered to be fit and proper to hold an operator's licence and who are not disqualified by reason of their immigration status.
- 4.5 All work undertaken by Private Hire vehicles (and drivers), must be pre-booked via a licensed operator. All three licences (private hire vehicle, private hire driver and operator) must be issued by the same local authority.
- 4.6 Operators can only utilise drivers and vehicles that are correctly licensed. Operators, who fail to ensure that the drivers and vehicles they utilise have valid licences, are guilty of an offence and will be subject to enforcement action.
- 4.7 An operator's licence is usually granted for a five year duration, but may be granted for a lesser duration if requested to do so in writing or if the applicant's immigration status limits it to a shorter duration.
- 4.8 There is no provision within the legislation to transfer an operator's licence. New applicants must be subject to the fit and proper test and new premises must also be assessed for suitability.
- 4.9 An operator's licence cannot be issued to persons who do not have the right to work in the UK. A licence ceases to be in force if the person to whom it was granted becomes disqualified by reason of their immigration status. Where this applies, the person must immediately cease to operate and return their operator's licence to the council within 7 days.
- 4.10 Licensed operators may accept bookings and may subcontract these bookings, but only to another licensed operator. However, the operator who accepted the initial booking remains responsible for that booking.
- 4.11 Operators are required by law to keep a record of bookings and records relating to each and every vehicle operated by the operator. Records of bookings must be made before the commencement of

the journey. All such records must be made available to an authorised officer for inspection. Further information can be found in the Operators' conditions at APPENDIX C

#### **Application – suitability of applicant**

- 4.12 Operators are generally the owners of the private hire business. They have access to private information, are responsible for ensuring they only utilise properly licensed, insured and safe vehicles and drivers. Therefore the council is required to ensure that they are also fit and proper.
- 4.13 The council requires applicants to complete the application and submit it with the appropriate fee, with supporting documentation, which will be used to establish that they are fit and proper to hold an operator's licence. The supporting documents must be the originals, not photocopies or photographs.
- 4.14 Operators who are not also licensed drivers are required to submit a basic DBS disclosure. The basic disclosure will list any current convictions and cautions, but nothing which is considered spent under the Rehabilitation of Offenders Act. The reason is that operators do not necessarily have close contact with vulnerable persons, but do have access to personal information.
- 4.15 Applicants for operator's licences are required to provide details of their name and address. The address where they intend to operate the business, any trade or business activities s/he has carried on before making the application, any prior applications made for an operator's licence, if any prior operator's licence has been suspended or revoked, details of any convictions. This includes any convictions where applicants or those associated in running the business have been convicted of any offences. This is to ensure that those involved in the operation of the business are fit and proper to operate a business.
- 4.16 Applicants who intend to operate a radio system will be required to provide proof of their licence from Ofcom. This licence was previously issued by the Department of Trade and Industry but changed to Ofcom in 2003.
- 4.17 The council will not grant a licence to an operator whose premises are located outside our area. 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. For those with Operator licences issued before 1 October 2017 the premises are permitted to be up to 5.10 miles outside the district boundary.

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#### **Suitability of premises**

- 4.18 When considering an application for an operator's licence at new premises, consideration will be given to the location, the vicinity, facilities, and parking arrangements. Applicants should ensure that they obtain any necessary planning consents relating to the use of the premises in connection with the operation of the business. However, this would be enforced by the planning department.
- 4.19 Where planning permission is required, operators must comply with any condition attached to such permission. Whilst any breach of planning legislation will be enforced by the planning department, it may also be used in consideration of an operator's fit and proper status.
- 4.20 If the property is a Council or, Housing Association property or rented privately, any applicants should seek written permission from the landlord to operate a private hire business from the premises.

#### **Operator's responsibilities and obligations**

- 4.21 Operators are responsible for keeping accurate records of bookings and retaining them for a period of not less than six months. These records must detail required information about each booking taken and fulfilled by the operator. Further information is contained within the operator's conditions attached at APPENDIX C.
- 4.22 If an operator subcontracts a booking to another licensed operator, both operators must keep a record of the booking. The operator who accepted the initial booking remains fully responsible for that journey even though it has been subcontracted to another licensed operator. The initial operator

must record what checks they made to ensure that the operator they passed the booking onto is correctly licensed.

- 4.23 Regardless of which operator fulfils the booking, the operator can only dispatch a vehicle licensed by the same authority that licenses the operator and driven by a driver also licensed by that same authority.
- 4.24 It is not expected that subcontracting of bookings would be common place. Customers who book through a South Cambs operator would expect a vehicle and driver also licensed by this authority. The conditions and standards applied by this authority may be of a higher standard than some other local authorities, as such the subcontracted vehicle and driver may not meet the customer's expectations.
- 4.25 The customer has the choice of which operator they book through. This means that the customer may choose an operator licensed by a neighbouring authority, known as cross border hiring. The legislation permits these bookings and the council cannot get involved in these private hire contracts. Operators should aspire to ensure that their drivers and vehicles provide the highest standard of service, so that they are the operator of choice.
- 4.26 Operators need to be aware of their obligations when it comes to data protection. Where data bases containing personal information, such as records of bookings are maintained electronically or if they have CCTV, they are required to be registered with the Information Commissioners Office (ICO). Further information including a self-assessment, can be found on the following links;  
<https://ico.org.uk/for-organisations/register/>  
<https://ico.org.uk/for-organisations/register/self-assessment/>  
<https://ico.org.uk/for-organisations/guide-to-data-protection/cctv/>
- 4.27 Operators must ensure they have all the correct insurances in place for the vehicles and drivers they utilise. Those who provide a waiting area for clients must ensure that they have valid public liability insurance.
- 4.28 Operators must make customers fully aware of any additional charges which may be applied, e.g. for waiting time and for cleaning a soiled vehicle. These additional charges must be clearly displayed in the operator's office and on their website, if they have one.
- 4.29 Operators are responsible for ensuring that the vehicles utilised are clean, fit for the purpose of the booking and comply with the conditions applied by this council. It is expected that operators have a planned maintenance programme in place for all vehicles it utilises. The testing requirements applied by this council are to confirm a level of safety and quality, rather than to highlight what maintenance needs to be carried out.
- 4.30 The council encourages all Private Hire operators to include wheelchair accessible vehicles amongst their fleet. They must ensure that no additional costs or charges are levied by them or their drivers for conveying disabled passengers or assistance dogs.
- 4.31 Operators and/or proprietors who provide wheelchair accessible vehicles must ensure that the driver is appropriately trained to safely load, unload and convey passengers in a safe and secure manner. This training, if not part of the original licensing requirements must be documented and refreshed at suitable intervals. These training records must be available for inspection by an authorised officer.
- 4.32 Operators must ensure that the drivers they utilise are fit and proper to carry out the bookings and are appropriately trained for their role. Operators should be able to demonstrate how they will achieve this by way of a policy to include any training (or checks) provided by the operator, customer service company policies and practices, including disability awareness.
- 4.33 Operators must be aware of their obligations under the Immigration Act and only utilise persons who have the right to work in the UK. Failure to observe this requirement or to provide due diligence checks may be subject to enforcement action by the relevant Home Office department.

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## **Complaint Policy**

- 4.34 As responsible business owners, operators will understand that the drivers and vehicles they utilise represent their business when undertaking bookings. Operators will want to ensure good customer service, as this builds a respected reputation, resulting in repeat bookings and a successful business. Where vehicles or drivers fail to provide a good service, the operator's business can suffer.
- 4.35 Whilst a vast majority of bookings take place without problem, there are occasions where a customer has cause for concern or complaint. Aggrieved customers have a right to complain if the service provided fails to meet expectations. It is also right for responsible operators to attempt to find an amicable resolution to the complaint, without any unnecessary regulatory burden or intervention.
- 4.36 Complainants must be dealt with in a respectful timely manner in an open and transparent way. To ensure this is achieved, operators are required to have a formal complaints policy and procedure which is made freely available to all customers, and to maintain records of complaints received.
- 4.37 A copy of the complaints policy and procedure must be given to the council and will be required with all new and renewal applications.
- 4.38 The complaint records must detail specific information, be monitored, and be made available to authorised officers upon request.
- 4.39 The specified information to be recorded must include the following information as a minimum:
- The name of the complainant and how they can be contacted,
  - The date the complaint was made and the time and date of the journey,
  - If the booking was subcontracted, the details of the licensed operator who fulfilled the booking and any action taken by the subcontractor regarding the complaint or concern
  - The name of the driver and vehicle being reported,
  - The nature of the complaint or concern,
  - The date by which the proprietor will respond to the complaint, which must not exceed 72 hours from time of receipt,
  - The action taken, if any, by the operator to resolve the complaint or concern.
- 4.40 Operators must also inform the complainant, that they can further their complaint to the council if they remain dissatisfied with the outcome of their complaint.
- 4.41 If an operator is made aware of a safeguarding or serious complaint concerning the fitness of a driver, they must notify the licensing department immediately and provide details of the actions taken by the operator.
- 4.42 **Operators and proprietors must ensure that the vehicles they utilise display persons hiring a vehicle are aware of a complaints policy either by digital notification given before the commencement of the hiring or by way of a notice in the vehicle a correctly completed complaints contact notice (See section 2.69 for further information) and door signage**

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## **SECTION 5**

### **5. Safeguarding**

Safeguarding includes children, young people, vulnerable adults and includes activities such as (but not exhaustively) modern day slavery, grooming, sexual exploitation of adults or children, domestic violence.

- 5.1 Safety, security and welfare apply to passengers and licensed drivers. Licensed drivers deal with strangers, they work alone often late at night, carry cash and may be at risk of violence, non-payment of fares, verbal abuse etc. Proprietors and operators must consider these factors when determining what safeguarding measures should be in place. The use of CCTV in licensed vehicles is a condition of licence and must be fitted no later than 31 March 2020.

- 5.2 Child Sexual Exploitation (CSE) is a form of child abuse. It can involve sexual abuse, physical abuse, and emotional abuse of children by adults. Licensed drivers, proprietors and operators provide a public service and have a duty of care to all passengers. They also have a moral and social responsibility to report concerns about someone who is vulnerable. Should a licensed driver, proprietor or operator have any concerns about the vulnerability of a child or public safeguarding they must report this immediately as it may prevent the vulnerable child from becoming a victim. Reports of imminent danger should be made to the police on 999. Where there is no immediate danger, or you wish to pass on some information or intelligence please call 101.
- 5.3 All drivers will be required to take part in a safeguarding course as set out by the council in order to obtain a recognised certification.

## **SECTION 6**

### **6. Enforcement**

- 6.1 The council has a responsibility to ensure that all licence holders adhere to the standards and conditions applied by this authority and the legislation.
- 6.2 As all licence holders are considered to be 'fit and proper', they are expected to fully understand the conditions and requirements placed on them by this authority and other applicable legislation.
- 6.3 The council will take comprehensive and appropriate action against licence holders upon receipt of evidence that an offence has been committed. An offence may be a breach of the legislation or condition imposed on a licence, or byelaw, or this policy.
- 6.4 Offences under legislation outside that applicable to private hire and hackney carriages may be considered, if they call into question the fit and proper status of the licence holder.
- 6.5 The council will undertake overt and covert targeted enforcement operations as well as ad hoc compliance checks on licence holders. These operations and compliance checks may be inside and outside normal office hours and may involve partner agencies.
- 6.6 Some breaches of legislation cannot be enforced by the council, but will be enforced where appropriate, by other partner agencies, e.g. the Police, DVSA, the Home Office etc.
- 6.7 Every enforcement action taken by the council will be determined on the individual circumstances, will be in accordance with this policy, the council's Enforcement and Inspection policy and the Regulator's Code 2014.
- 6.8 There are a range of sanctions and actions which may be taken by the council, e.g. prosecution, suspension, revocation, refusal to renew, formal written warning, caution, verbal warning, advisory letter, note on records and no action. The course of action will depend on the severity of the offence committed, the evidence available and the risk to public safety.
- 6.9 Prosecutions will be taken where it is in the public interest.
- 6.10 The council will revoke or suspend or refuse to renew a licence where the licence holder has committed offences that could put public safety at risk.
- 6.11 Where an applicant or licence holder is aggrieved by the council's decision to refuse an application, revoke or suspend a licence, or impose conditions on a licence, the applicant or licence holder has a right of appeal to the Magistrates Court within 21 days of being given that decision.
- 6.12 It is recommended by the LGA that all councils have a robust system in place for recording complaints in order to monitor a driver and their suitability. The option for this are: -
- Penalty Points Enforcement System – attached as APPENDIX G

## **SECTION 7**

### **7. Fees, Charges and Refunds**

- 7.1 The licence fees applied by this council are set on a cost recovery basis. They are regularly reviewed and any increase or reduction will be published and consulted upon as required by the legislation.
- 7.2 The council sets the maximum fares which can be charged by hackney carriage vehicles within its district. This does not prohibit a driver from charging less than the fare shown on the meter.
- 7.3 The council has no power to regulate the fares charged by private hire operators; they are a private contract between the customer and the operator. Operators are required to display any additional fees which may be charged e.g. for waiting time or for cleaning a soiled vehicle.
- 7.4 Requests for refunds by licence holders must be made in writing in order to be considered.

## **APPENDICES**

Appendix A - South Cambridgeshire District Council Licence Conditions – Driver Licences

Appendix B - South Cambridgeshire District Council Vehicle Licence Conditions – Private Hire & Hackney Carriage, incorporating conditions for Limousines & Speciality Vehicles

Appendix C - South Cambridgeshire District Council Private Hire Operator Licence Conditions

Appendix D - South Cambridgeshire District Council – Private Hire vehicle plate exemption policy and Conditions

Appendix E - Guidelines Relating to the Relevance of Convictions / Cautions in relation to Taxi Licensing

Appendix F - South Cambridgeshire District Council Hackney Carriage Bylaws

Appendix G – Penalty Points Enforcement System

Appendix H – DBS Update Service: Multiple Status Check Facility

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## APPENDIX A

### Licence Conditions – Driver Licences

As a South Cambridgeshire Private Hire or Hackney Carriage Driver you are NOT permitted to ply for hire outside of the South Cambridgeshire District boundary and specifically in the Cambridge City Boundary or at any of the taxi ranks within that area, which includes the City Railway Station.

Any person caught doing so will be subject to investigation for breach of licence conditions with the possibility of suspension or revocation of their licence.

#### 1. Touting or Soliciting

The driver shall not while driving or in charge of a Private Hire Vehicle -

- a. tout or solicit on a road or other public place any person to hire or be carried for hire in any private hire vehicle;
- b. cause or procure any other person to tout or solicit on a road or other public place any person to hire or be carried for hire in any private hire vehicle; or accept an offer for the immediate hire of that vehicle while the driver of that vehicle is on a road or other public place except where such offer is first communicated to the driver by telephone or similar device (i.e. radio) fitted to that vehicle.

#### 2. Conduct of Driver

The driver shall -

- a. afford all reasonable assistance with passengers' luggage;
- b. at all times be clean and respectable in dress and person and behave in a polite and orderly manner;
- c. take all reasonable steps to ensure the safety of passengers conveyed in, entering or alighting from the vehicle;
- d. not drink or eat in the vehicle during the course of a hiring without the express consent of the passengers;
- e. not without the express consent of the passengers play any radio or sound reproducing instruments or equipment in the vehicle other than for the purpose of sending or receiving messages in connection with the operation of the vehicle; and
- f. at no time cause or permit the noise emitted by any radio or other previously mentioned equipment in the vehicle being driven to be a source of nuisance or annoyance to any person, whether inside or outside the vehicle.

#### 3. Passengers

- a. The driver shall not convey or permit to be conveyed in the vehicle a greater number of persons than that prescribed in the license for the vehicle.
- b. The driver shall not allow any lone person, or more than one person, if the vehicle is designed to do so, to be conveyed in the front of any licensed vehicle unless agreed with the operator at the time of booking
  - i) or, more than one person.
- c. At all times the driver shall ensure compliance with any relevant regulations regarding seat belt and restraints.
- d. The driver shall not without the consent of the passengers convey or permit to be conveyed any other person in that vehicle.
- e. It is the driver's responsibility to ensure that for every journey there is appropriate third party insurance cover in the event of all passengers' personal injury.

#### 4. Lost Property

- a. The driver shall immediately after the end of any journey, or as soon as practicable thereafter, carefully search the vehicle for any property which may have been accidentally left there.
- b. If any property accidentally left in a licensed vehicle by any person who may have been conveyed therein is found by or handed in to the driver, he or she shall take it as soon as possible and in any event within twenty-four hours if no sooner claimed by or on behalf of its owner to the nearest Police Station and leave it in the custody of Officer in charge of the Police Station on their giving a receipt for it.

#### 5. Written Receipts

The driver shall if requested by the hirer or passenger of a licensed vehicle, provide a written receipt for the fare paid.

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## 6. Fare to Be Demanded

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The driver of a Private Hire vehicle shall not demand from any hirer of a licensed vehicle a fare in excess of any previously agreed for that hiring between the hirer and the operator or, if the vehicle is fitted with a meter and there has been no previous agreement as to the fare, any fare greater than that shown on the face of the taxi-meter for journeys that begin and end within the district.

The driver of a Hackney Carriage shall not demand from any hirer of a licensed vehicle any fare greater than that shown on the face of the taxi-meter.

## 7. Animals

The driver shall not convey in any licensed vehicle any animal belonging to or in the custody of himself or the proprietor or operator of the vehicle and he or she shall ensure that any animal belonging to or in the custody of any passenger is adequately restrained and kept in such a position so as not to distract the driver or otherwise be a cause of danger or nuisance. In the case of hackney carriages guide dogs accompanied by their owners shall be carried free of charge.

The Equality Act 2010 – Licensed drivers of Taxis and Private Hire Vehicles are under a duty to carry passengers with guide, hearing and other assistance dogs without additional charge. When carrying such passengers, drivers have a duty to:

- a) Convey the disabled passenger's dog and allow it to remain under the physical control of the owner; and
- b) Not to make any additional charge for doing so.

This act means that no Taxi or Private Hire vehicle in this District may refuse to carry an assistance dog of a passenger, unless they hold a valid medical exemption notice. This exemption order is only issued if you have a medical condition that prevents you from the carriage of animals.

## 8. Prompt Attendance (Private Hire Vehicles Only)

The driver of a Private Hire Vehicle shall, if he or she is aware that the vehicle has been hired to be in attendance at an appointed time and place or he or she has otherwise been instructed by the operator or proprietor of the vehicle to be in attendance at an appointed time and place, punctually attend at that appointed time and place, unless unavoidably delayed or prevented.

## 9. Deposit of Licence (Private Hire Vehicles Only)

If the driver is permitted or employed to drive a Private Hire Vehicle of which the proprietor is someone other than the driver, he or she shall before commencing to drive that vehicle deposit his or her licence (or clear copy) with that proprietor for retention until such time as the driver ceases to be permitted or employed to drive the vehicle or any other vehicle of his or hers.

## 10. Change of Address

The licensee driver shall notify the Licensing Officer in writing of any change of his or her address during the period of the licence within seven days of such change taking place.

## 11. Convictions

Any licensed driver shall within seven days disclose to the Licensing Officer in writing details of any conviction, caution, reprimand or warning imposed on him or her during the period of the licence.

## 12. Renewal/New Applications

The driver shall, prior to the date of the licence expiry (see guidance notes for process times for applications) make application to the Authority for a renewal. If an application for renewal is not received by the renewal date the licence will lapse.

- a. Where operations continue after a failure to renew, prosecutions are likely to be authorised without notice. In most cases of non-renewal especially with regard to vehicle licensing the third party insurances are placed in jeopardy.
- b. All new drivers to undertake and pass the council approved safeguarding course.
- c. All new applicants will be required to take and pass the SCDC Knowledge Test.
- d. All new drivers are to undertake the DVSA Council approved driving test before being granted a licence. Existing drivers will be expected to take and pass the test within 5 years of the introduction of this policy.. However in individual cases where complaints of bad driving or serious driving offences are upheld this authority may require a driver to take the test to prove they are fit and proper to hold such a licence. A serious driving offence may include persons who have accrued 9 points for totting up offences within a 12 month period.
- e. Any driver obtaining a Private Hire or Hackney Carriage Driver licence with a foreign EU or exchangeable licence as permitted under the Local Government (Miscellaneous provisions) Act 1976 part II will only be granted a licence for one year. Any subsequent application must be made using a full GB licence.

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- f. Applicants from the European Union with permissions to undertake Private Hire or Hackney Carriage type work will be required to submit a certificate of good conduct signed and stamped by the relevant embassy. The certificate must be translated into English and delivered as part of the application. This will only apply to applicants who cannot provide a full and continuous 5 year residency in the UK.
- g. All drivers must register for the DBS (Disclosure & Barring Service) update service, and must nominate the Council to receive updates.

### 13. Driver Badge

The driver shall, when hired, display any badge provided by the Council in such a manner as to be plainly visible to customers using the vehicle.

The driver shall upon the expiry (without immediate renewal), revocation or suspension of his or her licence forthwith return to the Council the driver's badge issued to him or her by the Council when granting the licence. The badge shall remain the property of the Council.

### 14. Vehicle Licence Plate Exemption

- a) The driver shall not drive for hire or reward any unlicensed vehicle, nor any licensed vehicle that is issued with an exemption certificate, if the certificate is not kept with the vehicle.
- b) The driver, unless he or she is a holder of a Private Hire Vehicle Operator's Licence, shall upon the expiry (without immediate renewal), revocation or suspension of his or her licence forthwith return to the Council all vehicle licence exemption certificates issued to him or her by the Council.
- c) The licence exemption certificate shall remain the property of the Council.

### 15. Conveyance of Dead Body

If the driver shall knowingly convey in the vehicle any dead body of any person he or she shall, immediately thereafter, notify the fact to the Environmental Health Officer of the Council.

### 16. Health and Medical Conditions

The driver hereby licensed shall within 7 days or as soon as practicable thereafter disclose to the Council in writing any medical condition which would likely to adversely affect his/her ability to drive **as a Private Hire Driver**, during the period of the licence. A group 2 medical report must be submitted with all new applications and every three years upon renewal, then annually **thereafter** when the applicant reaches 65 years **old**.

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### 17. Failure to Comply With Conditions

Failure to comply with any of these conditions may result in the Council suspending, revoking or refusing to renew the licence and in certain circumstances prosecution.

### 18. Right of Appeal

Anyone with a licence under Local Government (Miscellaneous Provisions) Act 1976 or the Town Police Clauses Act 1847 and aggrieved by any of the conditions attached to the licence may appeal to a Magistrates' Court within twenty-one days of the grant of the licence.

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## APPENDIX B

### Vehicle Licence Conditions – Private Hire & Hackney Carriages

As a South Cambridgeshire Private Hire or Hackney Carriage Driver you are NOT permitted to ply for hire in the Cambridge City Boundary or at any of the taxi ranks within that area, which includes the Railway Station. Any person caught doing so will be subject to investigation for breach of licence conditions with the possibility of suspension or revocation of their licence.

#### 1. Type of Vehicle

The vehicle must be safe, comfortable and suitable in type, size and design for use as a private hire vehicle and must be:

- a) Not of such design and appearance as to lead any person to believe that the vehicle is a hackney carriage; a London" type taxi cab finished in the manufacturers standard colour; or
- b) A standard private hire vehicle finished in the manufacturers standard colour with a minimum of four doors not including the tailgate (unless specifically adapted to be used as an access or egress point); or
- c) A vehicle specially adapted to carry disabled persons and approved by the council and;
- d) Environmentally friendly vehicles such as hybrid vehicles, electric or LPG vehicles, and Four x Four (4x4) and Sports Utility Vehicles (SUV's) will be considered on their individual merits

e) No more than four years old from the date of first registration when first presented for licensing. Luxury executive vehicles used for chauffeuring work may, at the discretion of the Licensing Officer be given an exemption to this condition, subject to no vehicle being more than six years of age from the date of first registration

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f) Hybrid/Electric or ultra low emission vehicles will be no more than 5yrs old from date of first registration when presented for licensing; and

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g) In a condition so as to comply at all times with all statutory requirements. (Testing by the council or its appointed agents does not avoid the need for a Certificate Of Compliance (CoC) for all vehicles more than one year old. The certificate (CoC) must be produced when submitting a vehicle application and must be no more than one calendar month old

h) Where by the removal of seats, a vehicle original seating capacity is reduced to the maximum capacity of eight passenger seats, the redundant seat mountings must be rendered unusable. This must be done in such a way as to prevent the easy re-fitment of seats.

i) Hackney Carriage – The vehicle must be capable of safely loading, transporting and unloading a wheelchair bound passenger from the side or rear of the vehicle.

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j) Hackney Carriage Facilities for the Disabled

1. Approved anchorages must be provided for wheelchair tie downs and the wheelchair passenger restraints. These anchorages must be either chassis or floor linked and capable of withstanding approved dynamic or static tests. Restraints for wheelchair and occupant must be independent of each other.
2. Anchorages must also be provided for the safe stowage of a wheelchair when not in use, whether folded or otherwise, if carried in the passenger compartment. All anchorages and restraints must be so designed that they do not cause any danger to other passengers.
3. The door and doorway must be so constructed as to permit an unrestricted opening across the doorway of at least 75cm. the minimum angle of a hinged door when opened must be 90 degrees
4. The clear height of the doorway must be not less than 1.2 metres.
5. Grab handles must be placed at door entrances to assist the elderly and disabled, and must be contrasting in colour.
6. The top of the tread for any entrance should normally be at floor level of the passenger compartment and comply with the following requirements: -
  - Be not more than 380mm from the ground, (measured at the centre of the tread width);
  - The surface shall be covered in a slip-resistant material;
  - Have a band of colour across the entire width of the edge which shall contrast with the remainder of the tread and floor covering.

Should any entrance be more than 380mm from the ground, an external interim step must be made available when the associated passenger door is opened and comply with the following requirements: -

- Not be more than 380mm in height from the ground, (measured at the centre of the step width;
- Not be less than 250mm deep;
- The surface shall be covered in a slip-resistant material;
- Have a band of colour across its leading edge which shall contrast with the remainder of the step and floor covering;
- Not be capable of operation whilst the vehicle is in motion;
- If automatic or powered, be fitted with a safety device which stops the motion of the step if the step is subject to a reactive force not exceeding 150N in any direction and if that motion could cause injury to the passenger;
- Can fold or retract so that it does not project beyond the side face of the vehicle and the vehicle is not capable of being driven away unless the step is folded or retracted.

7. The vertical distance between the highest part of the floor and the roof in the passenger compartment must not be less than 1.3 metres.
8. Where seats are placed facing each other, there must be a minimum space of 350mm between any part of the front seat and any part of any other seat that faces it, provided adequate foot room is maintained at floor level.
9. Where all seats are placed facing to the front of the vehicle, there must be clear space of at least 66cm in front of every part of each seat squab, measured along a horizontal plane at the centre of the cushion.

**10.** A ramp for the loading of a wheelchair and occupant must be available at all times for use, as a minimum, at the nearside passenger door on all new vehicles presented for licensing. The ramp must be 70cm wide, as a minimum, and comprise a single non-slip surface. An adequate locking device must be fitted to ensure that the ramp does not slip or tilt when in use. Provision must be made for the ramp to be stowed safely when not in use.

**11** When a vehicle has been modified post manufacture to provide access or special facilities for disabled passengers, the vehicle must have all modifications and adaptations, including all seats

~~10.~~ seat belts and anchorages, retested or approved to meet either European Whole Type Approval or the UK Low Volume Type Approval (ESVA or IVA) that meets the required standard. Prior to the first licensing of the vehicle, the proprietor and/or driver must produce certification that the vehicle meets the required standards.

## 2. Maintenance of Vehicle

- a) **Lighting Equipment** – All front and rear lamps including headlamps, stop lamps, directional indicators, hazard lamps and fog lamps, shall be fully operational. Also lamp lenses shall be clean and free from any chips or cracks which affect the beam pattern, or allow moisture to enter the light casing. Reflectors should be free of corrosion or similar defects
- b) **Steering and Suspension** – The steering shall be fully operational and comply with DVSA inspection regulations. The suspension shall be fully operational, free from any leaks and with no excessive bounce. All components to be in good working order. The fitting of part worn or second hand parts are not permitted.
- c) **Brakes** – All brakes including the foot and handbrakes shall be in good working order and pull evenly in accordance with DVSA inspection regulations. All vehicles must be fitted with a high level brake light, the fitting of part worn or second hand parts are not permitted.
- d) **Tyres and Wheels** – All vehicles shall carry in accordance with manufacturers' recommendations a correct fitting spare wheel and tyre and all necessary tools for wheel changing. All tyres including the spare tyre should be in a roadworthy condition and comply with all relevant statutory requirements. Tyre should be of either all radial or all cross ply design; the fitting of part worn or second hand tyres are not permitted.
- e) **Seatbelts** – All vehicles shall have fully operational seatbelts in the front and rear to accommodate all passengers. Seatbelts should be in good condition and should not be frayed or torn. All seatbelts shall be mounted to the vehicle body (not to vehicle seats unless specifically designed to do so) and adequately secured. The fitting of part worn or second hand parts are not permitted.

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- f) **Horn** – The vehicles horn shall be fully operational and adequately audible.
  - g) **Heater and ventilation** – The vehicle shall be fitted with a fully operational heater, which can be adjusted according to the needs of the passengers. Passengers must be able to operate the windows independently.
  - h) **Wipers and Washers** – The correct size wiper blades shall be fitted and shall not be torn or frayed. The windscreen washers should operate correctly and fully.
- 3. Coachwork** – vehicles must comply with the following:
- a) The width of the rear part of the body, measured from internal armrest to internal armrest should be a minimum of 1.28m. This measurement to be made with both rear doors closed
  - b) The minimum legroom for passengers using the rear seats shall be 22cms, the measurement to be taken from the rear door pillar to the nearest point of the rear seat squab
  - c) All doors shall be capable of being opened from both the inside and the outside and to an angle of at least 60 degrees. Two windows capable of being adjusted and secured in any open or partly open position shall be fitted
  - d) All glass fitted shall be safety glass, i.e. glass that if fractured does not fly into fragments capable of causing severe cuts
  - e) Glass, either in the window, windscreen or other part of the vehicle shall not be broken or discoloured and shall be free from cracks in accordance with DVSA regulations. Aftermarket window tints shall not be fitted to any windows.
  - f) All coachwork shall be maintained in a clean condition and in a proper state of repair; and
  - g) If the vehicle is an estate or hatchback type car it must be fitted with a guardrail or other device of a type approved by the Council to separate the rear loading area from the passengers

**4. General**

- a) The vehicle must be fitted with an internal rear view mirror and on both sides with external rear view mirrors
- b) The two way radio equipment may not be installed without the prior approval of the councils Licensing Officer, who may specify the position of the equipment to ensure safe operation
- c) All parts of the vehicle, its fittings and equipment both internal and external must be kept in an efficient, safe and clean condition and comply at all times with all relevant statutory requirements; and
- d) The vehicle must at all times be insured to the satisfaction of the Council for fare paying passengers
- e) The proprietor/driver shall ensure that at all times whilst the vehicle is used on public roads, there is a current vehicle excise licence in force for the vehicle
- f) Hackney Carriage vehicles shall at all times have a fare table issued by South Cambridgeshire District Council displayed within the vehicle in a clear and prominent manner
- g) At least two No Smoking signs are to be displayed within the vehicle

**5. Safety Equipment**

The proprietor shall provide and maintain in good working order in the vehicle:

- a) **An efficient fire extinguisher (minimum capacity 0.6kg) carried in a position so as to be readily available for use; with the plate identification number issued by the council, and the vehicle registration to be indelibly marked upon it. Fire extinguishers should be replaced when they are no longer serviceable, i.e. they are rusty or broken**
- b) A suitable first aid kit containing appropriate dressing and appliances, and the external cover of the kit to have the plate identification number issued by the council, and the vehicle registration to be indelibly marked upon it.

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**6. Exterior Signs**

The proprietor shall ensure that:

- a) Except where authorised in writing by the Licensing Officer under Section 75(3) Local Government (Miscellaneous Provisions) Act 1976, at all times the vehicle current licence plate provided by the Council is displayed: and
- b) Private Hire Vehicle: - No roof sign shall be displayed at any time;
- c) The vehicle shall display on the driver and front passenger door in a prominent position the name and telephone number of the Operator fulfilling the booking, except where plate exemptions are permitted
- d) **The vehicle shall display on both rear passenger doors in a prominent position, "Private Hire Vehicle – Must be Pre-booked with Operator", door stickers to be permanently affixed and not magnetic**

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- e) Hackney Carriage Vehicle: - the vehicle shall be fitted with a roof sign not exceeding 500mm in length and 120mm in height, and bearing the word "TAXI" in black lettering illuminated in yellow and no other lettering to the front. The word "TAXI" and the wording "SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL" in black lettering, illuminated in red or yellow and no other lettering to the rear
- f) Any alternative sign may not be displayed except with the written authority of the Licensing Officer and in any event must bear the words mentioned above and no others
- g) The roof sign to be maintained in good order and displayed at all times on the roof of the vehicle except:
  - i) When the vehicle is on hire for a wedding
  - ii) When it is necessary to accommodate passenger's luggage by the use of a roof rack
  - iii) When the vehicle is being used for the proprietor or a person authorised by the proprietor for social, domestic or pleasure purposes;
  - iv) Otherwise with the prior approval in writing of the Licensing Officer
- h) The roof sign is illuminated during the hours of darkness except when the vehicle is under hire
- i) Any hackney carriage vehicle may only be white in colour and must have the South Cambridgeshire District Council emblem in blue, on the bonnet, with the minimum size being 0.7m x 0.7m.
- j) TfL approved black cabs may be black in colour with district council emblem displayed on the side vehicle doors.
- k) For Both Hackney Carriage & Private Hire Vehicles – The vehicle shall not be licensed, or be deemed to be licensed at any time if no current vehicle licence plate provided by the Council is securely fixed to the bracket which should be bolted or screwed to the outside rear of the vehicle, or in the case of Private Hire Chauffeur vehicles is subject to an Exempt licence as stated in condition 16.
- l) In certain circumstances the Council may authorise or require alternative or additional exterior signs subject to such further or substituted conditions as the Council may determine.

6.1 Internal Vehicle notice Hiring information

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~~a. of the public who have cause for concern, or who wish to complain about a journey in a licensed vehicle, will need some information about the driver or vehicle they utilised in order to progress their complaint or report their concern. Members of the public who have cause for concern, or who wish to complain about a journey in a licensed vehicle will need some information about the driver or vehicle they used in order to progress their complaint or report their concern.~~

b. ~~Exempt vehicles do not display a licence plate and therefore it may be difficult for members of the public to obtain information prior to getting into a licensed vehicle. If they have a problematic journey, they may attempt to get the information, but this can be difficult if it is late at night or the vehicle quickly drives away.~~

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b. ~~Whilst licensed vehicles display their licence plate which contains identifying details, these are displayed on the outside of the vehicle. Members of the public do not routinely get the information off the licence plate prior to getting into a licensed vehicle. If they have a problematic journey, they may attempt to get the information, but this can be difficult if it is late at night or the vehicle quickly drives away.~~

c. Whilst licensed drivers are required to wear prominently display their licence badge, which contains their information, a passenger may feel it too confrontational to request to see the driver's badge, especially if they have had a difficult journey.

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d. In order to protect the public and to allow customers to correctly identify and report either a driver or a vehicle which caused concern, the council has determined that certain information must be displayed inside all licensed vehicles, in the form of an Internal Vehicle Notice.

e. ~~An Internal Vehicle Notice must contain the following information and must be displayed in a conspicuous unobscured place which can be easily read by a passenger travelling in the rear and front of the vehicle; There must be a clear mechanism in place for any passenger to be aware of :-~~

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- The business name of the operator, or proprietor if it is a hackney carriage,
- The telephone number where a customer can make a complaint or report a concern,
- The vehicle registration number, and
- The vehicle licence plate number.

This can be by way of use of digital technology sent to the customer prior to the booking or an Internal Vehicle Notice contain the information and displayed in a conspicuous place which can be easily read by a passenger travelling in the rear and front of the vehicle

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## 7. Advertisement

Subject always to the Council's right to disallow any advertisement, no advertisement shall be displayed on the exterior of the vehicle except on advertisement panels with an area not exceeding 0.56sqm on the side doors. All adverts must be approved at the discretion of the licensing officer.

## 8. Inspection

The proprietor shall submit the vehicle to the Council or its appointed agents for inspection:

- Annually when the licence is due for renewal
- After any repair made necessary by an accident affecting the safety, performance or appearance of the vehicle or the comfort or convenience of passengers and the proprietor shall notify the Licensing Officer of any such accident within 72 hours; and
- At any other time if so requested by the Licensing Officer

## 9. Convictions

The proprietor shall, within seven days disclose to the Licensing Officer, in writing, details of any conviction, caution, reprimand or warning issued to him or her or, if the proprietor is a company, on any of its directors during the period of the licence.

## 10. Change of Address

The licensee driver shall notify the Licensing Officer in writing of any change of his or her address during the period of the licence within seven days of such change taking place.

## 11. Transfer of Licence

If an owner/proprietor/co-owner of a vehicle in respect of which the Council has granted a licence, transfers his/her interest in the vehicle, he/she shall within 14 days after the transfer give written notice of the transfer to the Council. That notice must contain the name and address of the person to whom the licensed vehicle has been transferred and the written consent to the transfer from the previous proprietor(s)/owner(s)

## 12. Surrender of Licence

Except in situations to which Section 49 Local Government (Miscellaneous Provisions) Act 1976 applies (transfer of vehicles with licence), if the proprietor ceases to use the vehicle for the purpose for which it is licensed he or she shall surrender the licence and return the plate, which remains the property of South Cambridgeshire District Council, to the Licensing Officer.

## 13. Deposit of Drivers' Licences

If the proprietor permits or employs any other person to drive the vehicle as a hackney carriage or private hire vehicle he or she shall, before that person commences to drive the vehicle, cause that person to deliver his or her hackney carriage or private hire driver licence for retention until such time as the driver ceases to be permitted or employed to drive the vehicle, or any other vehicle of his.

## 14. Hackney Carriage Taximeter

- The vehicle shall be fitted with a taximeter visibly recording the passenger fare payable in conformity with such table of fares as may from time to time be approved by the Council
- The position of the taximeter shall be agreed by the Council's Licensing Officer and shall be maintained at all times so that the fare displayed can readily be seen by the passenger; and
- The operation of the taximeter shall accord with any Byelaws made by the Council.

## 15. Hackney Carriage Byelaws

The vehicle must comply with the relevant provisions of the hackney carriage Byelaws or be taken out of service as a hackney carriage until such time as the vehicle complies with the Byelaws.

## 16. Exemption Licence Conditions (Private Hire Only)

The following condition applies ONLY if the Council has allowed in writing an Exemption licence to be issued instead of an external rear plate. The Council has determined that under the Private Hire Vehicle

license an exemption license will be issued, to be kept in the vehicle at all times, for all uses of the vehicle as a private hire vehicle where the driver is acting as a uniformed chauffeur under a written contract for one or more journeys (Appendix D). If any use of the vehicle as a private hire vehicle is made where there is no written contract or where the driver is not in uniform a plate shall be used at the rear of the vehicle.

If the plate is not correctly displayed or the exemption licence not within the vehicle, or if there is any contravention of this provision, the vehicle shall not be deemed to be licensed.

[NB: In Cambridge City, certain Road Traffic Regulation advantages given to licensed vehicles in use as such may not be available unless a plate is used. You will need to observe the relevant requirements if you wish to claim those advantages.]

#### **17. Conditions specific to Stretch Limousines**

The driver hereby licensed shall within 7 days or as soon as practicable thereafter disclose to the Council in writing any medical condition which he would likely to adversely affect his/her ability to drive during the period of the licence.

- a) All stretch Limousines should meet the Q.V.M. (Quality Vehicle Modifier) issued by the Ford Motor Company, C.M.C. (Cadillac Master Coachbuilder) or have relevant approval documentation of the originating chassis supplier approving the conversion as presented for licensing.
- b) No vehicle will be licensed when after the conversion the increased length is more than 120 inches.
- c) Passenger capacity will be determined by how many forward facing seatbelts are within the vehicle. (Side seatbelts and rear facing seatbelts are not considered suitable)
- d) Correct tyres as recommended by the manufacturer must be fitted to include appropriate weight loading of the converted vehicle.
- e) That no stretch Limousine over 6 years of age from the date of its first registration shall be licensed.
- f) The maximum weight of any converted vehicle should not exceed 7100lbs

#### **Failure to comply with conditions**

Failure to comply with any of these conditions may result in the Council suspending, revoking or refusing to renew the licence and in certain circumstances, in prosecution. There is a right of appeal to the Magistrates Court.

## APPENDIX C

### Licence Conditions – Private Hire Operator Licence

1. The licensee shall keep a suitable record and shall enter therein before the commencement of each journey the following particulars of every booking of a private hire vehicle invited or by undertaking it at the request of another operator and whether or not the vehicle to be hired is provided by the licensee himself, and such record must be maintained for at least the period of ~~one~~ **two** years and all entries must be made in ink, unless the data is taken and stored digitally, which must still be available to an authorised officer upon request:
- Date of booking;
  - Time of booking;
  - Whether direct from hirer or at request of another operator (in the latter instance give name of operator)
  - Name of hirer;
  - Place, date and time at which vehicle is to pick up;
  - Place, date and time of the vehicle destination;
  - Place and registration number of vehicle, and the name of proprietor if not the licensee himself; and
  - Name of the vehicle driver
2. The licensee shall keep a record of the following particulars of any private hire vehicle for which he or she invites or accepts bookings:
- Vehicle registration number
  - Private hire plate number
  - Permitted number of passengers to be carried as shown on the private hire licence plate;
  - Make and model of vehicle;
  - Name and address of vehicle proprietor;
  - Date the vehicle was first licensed for motor taxation purposes;
  - Date the vehicle was first licensed by the council for private hire work;
  - Date on which the vehicle was added to the operator's fleet; and
  - Date on which the vehicle was withdrawn from the fleet.
3. The licensee shall keep a record of the following particulars of all licensed private hire vehicle drivers engaged to drive any private hire vehicle operated by him or her:
- Full name of driver;
  - Full permanent address of the driver;
  - Date of birth of driver
  - Drivers private hire badge number
  - Date that engagement/employment commenced; and
  - Date that engagement/employment terminated.
4. The licensee shall produce all or any of the records specified in conditions (1) (2) and (3) on request to any authorised officer of the Council or to any Constable for inspection.
5. The licensee shall not invite or accept bookings for private hire work for any vehicle which has not been licensed by the Council for such work.
6. The licensee shall not employ or otherwise engage whether directly or indirectly any person to drive any private hire vehicle for which the licensee invites or accepts bookings unless the person has been granted a private hire driver licence by the Council and there is in force for every journey appropriate third party insurance cover in the event of all passengers' personal injury.
7. The licensee shall provide a prompt, efficient and reliable service to members of the public at all reasonable times and for this purpose shall in particular;
- Ensure that when a private hire vehicle has been hired to pick up at an appointed time and place the vehicle shall, unless delayed or prevented by sufficient cause, punctually attend at the appointed time and place;
  - Ensure that when a private hire vehicle has been hired, the vehicle shall be clean inside and display on the external rear of the vehicle, the current private hire vehicle licence plate provided by the council;
  - Ensure that when a private hire vehicle has been hired the price of the journey shall be given to the

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hirer at the time of the booking.

- d) Ensure that at the time of the booking the hirer will be informed that in the cases of a lone person travelling they shall be informed that they are required to travel in the rear of the vehicle unless requested otherwise at the time of the booking.
- e) Keep clean, adequately heated, ventilated and lit any premises provided and to which the public have access whether for the purpose of booking or waiting;
- f) Ensure that any waiting area provided has adequate seating facilities; and
- g) Ensure that any telephone facilities and radio equipment provided are maintained in a sound condition and that any defects are repaired promptly.

8. The licensee shall immediately on receipt of any complaint involving offences, violence, offences against other persons or children or offences as listed in SCDC convictions policy shall notify the Licensing Officer of any complaints received and any proposed action.

9. A record of other complaints will be kept by the operator and made available to an authorised officer on request in the case of an investigation

10. The licensee shall notify the Licensing Officer in writing of any change in his or her address (including any address from which he or she operates or otherwise conducts his or her business as an operator) within seven days of such a change taking place.

11. The licensee shall notify the Licensing Officer in writing of any conviction arising out of court action imposed upon him or her or; if the licensee is a company or partnership, on any of the directors or partners

The licensee driver shall notify the Licensing Officer in writing of any change of his or her address during the period of the licence within seven days of such change taking place.

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Private Hire Vehicle Plate Exemption**1. Objectives**

- 1.1 The aim of the policy is to ensure public safety whilst taking a balanced approach to licensing requirements. Its objective is the provision of an exemption to allow “executive vehicles” to operate without displaying external identification plates (private hire vehicle licence plate).

**2. Introduction**

- 2.1 The displaying of the external identification plate on a licensed vehicle and a drivers badge is important in terms of public safety and reassurance. They indicate to the travelling public that prior to being licensed both the vehicle and the driver have been subjected to checks to assist with public safety issues.
- 2.2 However there are occasions when the requirement to display an external identification plate may have the opposite effect in the terms of customer safety and could have commercial implications for the operating business. The display of local authority licence plates may also deter some corporate customers from using the service; and in some cases the identification of the vehicle as licensed may allow “high risk” passengers to more readily be targeted putting both them and the driver at risk.
- 2.3 The Local Government (Miscellaneous Provisions) Act 1976 requires that private hire vehicles display an identification plate (licence plate) and drivers of those vehicles wear a driver’s badge. The same legislation also allows South Cambridgeshire District Council to exempt vehicles from the need to display an identification plate and, where that exemption applies, the requirement to wear a Private Hire driver’s badge.
- 2.4 It is not intended that a significant number of Private Hire vehicles licensed by South Cambridgeshire District Council should be exempt from the council’s requirement to display an external vehicle identification plate, however the council recognises that there may be circumstances when it would be appropriate for vehicles operating the type of service to be considered suitable for such an exemption.
- 2.5 In creating it’s policy South Cambridgeshire District Council does not seek to provide a definitive list of vehicles it considers to be suitable (subject to use) for exemption from the requirement to display external vehicle identification plates.
- 2.6 This section provides guidance to potential applicants on the standards of vehicle, comfort and equipment that the council considers should be the minimum standard of comfort and vehicle type before the Authority would consider such an application.

**3. Policy**

- 3.1 Exemptions from displaying external identification plates (vehicle licence plates) may be in respect of individual vehicles only. Applications for exemptions relating to a fleet of vehicles will not be allowed.
- 3.2 Each application will be assessed by an authorised council officer to ensure that it is fit for purpose.
- 3.3 Applications for the exemption from the requirement to display an external identification plate on the rear of a private hire vehicle may be considered where the following requirements are met:
- a) Vehicle models must be either four door saloons, or five door estates or five door hatchbacks, or luxury style people carrier type vehicles;
  - b) Vehicles must be of a standard of comfort and equipped to a level equal to or above luxury brands of vehicles such as “S” and “E” Class Mercedes- Benz, 7 Series BMW, Lexus “GS” or “LS” models, Audi A8 Series, Jaguar, Rolls Royce and Bentley saloons. (The highest specification executive type cars from other manufacturers may also be considered);
  - c) The vehicle will be in pristine condition with no visible defects, dents or blemishes to the external bodywork or internal trim and seating;
  - d) The type of work is “executive” in nature. This means that the vehicle is used ~~specifically and exclusively~~ primarily to provide transport under a written contract to a company or person, or by the type of clients who for security or personal safety reasons would not want the vehicle to be identifiable.
- 3.4 Applications may only be made if supported in writing by a recognised South Cambridgeshire District Council Chauffeur company, or if a sole operator with a bona fide outline business plan showing written interest from prospective companies who may wish to use a chauffeur service. Along with clear evidence of how they will comply with this policy and conditions of licensing.
- 3.5 Where an operator wishes to make an application for a vehicle to be exempt from displaying an external identification plate they will be required to do so in writing. The application must be accompanied by supporting documentation.

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- 3.6 The council may require applicants to provide additional documentation as reasonably necessary to allow the council to make an informed decision. Where such documentation is not provided to the satisfaction of the council the application for exemption will be refused.
- 3.7 Where an application is granted, an exemption certificate and internal plate will be issued as soon as practical after the decision is made.
- 3.8 Where a vehicle is exempted from the requirement to display an external identification plate the licensed driver of the vehicle will also be exempted from wearing a driver's badge.
- 3.9 The authority to determine any application for an exemption notice is by delegation to the Licensing Officer.
- 3.10 Applicants have the right to appeal a decision where a grant of a notice is refused or revoked; appeals must be in writing and will be reviewed by the licensing sub-committee appeals panel.
- 3.11 All vehicles granted an exemption notice must in addition to this policy also comply in accordance with the requirements of the council's standard private hire conditions.
- 3.12 Where there is any inconsistency between the standard private hire conditions and these conditions, then these conditions shall prevail.

#### Private Hire Vehicle Plate Exemption Conditions

**The conditions listed below apply to all Private Hire vehicles granted an exemption from South Cambridgeshire District Council from the requirement to display an external identification plate (private hire vehicle licence plate). The following conditions in addition to the standard conditions required for private hire vehicles.**

- a) The vehicle licence plate and exemption notice issued by the council in accordance to the requirements of the Local Government (Miscellaneous Provisions) Act 1976 shall remain the property of the council.
- b) The vehicle will be issued with a licence plate, which must be kept within the vehicle at all times, along with a small identification disc to be displayed on the front nearside windscreen.
- c) Any vehicle granted an exemption from displaying a vehicle licence plate will be required to have the internal licence and the exemption certificate kept within the vehicle.
- d) In the event of loss or damage rendering the internal plate or exemption certificate unserviceable the operator shall make immediate application for a replacement for which a fee is payable.
- e) The internal plate and exemption notice issued by the council must be carried in the vehicle at all times and must be produced upon request to an authorised officer of the council or any police officer on request.
- f) When issued an exemption notice, the vehicle will not be required to display door signs which the council require private hire vehicles to display.
- g) When issued an exemption notice a taximeter must not be installed in the vehicle.
- h) The operator will not display in or on the vehicle any advertisement, signage, logos or insignia advertising the operating company or the vehicle's status as a private hire vehicle.
- i) The operator will not display in or on the vehicle any advertisement, signage, logos or insignia advertising third party companies, products or services.
- j) ~~An Internal Vehicle Notice must be displayed Hiring details must be made available to the passenger/hirer see vehicle licence conditions S.6.1~~
- k) During the period of the exemption certificate the driver will not be required to wear a private hire drivers badge but must have it available for immediate inspection by an authorised officer of the council or any police officer on request.
- l) During the period of exemption notice the driver of the vehicle whilst engaged on private hire work will be smartly dressed in either a formal chauffeur's uniform or business suit with collar and tie.
- m) The operator will notify the council immediately of any change of use of the vehicle.
- n) ~~The vehicle must not be used for private hire purposes other than for executive use (i.e. not for "normal" airport journeys or daily private hire use).~~
- o) The driver and passenger front side window glass and front windscreen must be clear. However tinted windows can be fitted to the rear side and rear window glass of the vehicle as long as they are factory fitted, comply with current legislation and comply with any current private hire vehicle conditions.
- p) The exemption will cease to have an effect on the sale or transfer of the vehicle to another party. The person to whom the exemption is granted must inform the council of the sale or transfer of ownership immediately and in writing. The exemption notice must be returned to the council along with the internal Private Hire vehicle licence plate.

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## Guidelines Relating to the Relevance of Convictions / Cautions in Relation to Taxi Licensing

### Introduction

South Cambridgeshire District Council as the Taxi Licensing Authority, has the responsibility to ensure all drivers of Hackney Carriages and Private Hire vehicles that are available for hire to the public, are 'fit and proper' persons to hold the relevant drivers' licences, and are not disqualified by reason of their immigration status. The taxi Licensing Authority will take such measures as appropriate in order to protect members of the public, other road users and the drivers themselves.

There is no definition or general test that determines whether or not a driver is deemed 'fit and proper' to hold a licence. It is a matter of judgment for the Licensing Authority in order to assess any risks or concerns, taking into consideration such matters as the applicant's integrity, honesty and previous character. Previous convictions and cautions are taken into account as well as other information.

**For the purpose of reading these guidelines, the term conviction is interpreted as; conviction, caution, reprimands, warning or where relevant information is received.**

**For interpretation of this document where a time is indicated before an application will be considered, this will be the time elapsed after the completion, in full, of any sentence imposed by a court or DVLA.**

**(Example – Mr X given a 2 year suspended sentence for a dishonesty offence. Our policy states a minimum of 5 years free of conviction, therefore, an application would be considered after 7 years – 2 years suspended sentence + 5 years conviction free)**

Convictions, cautions, reprimands or warnings do not necessarily mean that an application will be refused, or a licence will be revoked. Also, where an applicant does not have any convictions or cautions, the applicant must still be deemed 'fit and proper' by the Licensing authority. Each case is treated on its own merits.

The assessment is ongoing and drivers have a duty to disclose any convictions or cautions which might affect their suitability to hold a private hire or hackney carriage driver's licence.

The overriding aim of the licensing authority is to protect the safety of the public. The licensing authority is concerned to ensure:

- That a person is a fit and proper person
- That the person does not pose a threat to the public.
- That the public are safeguarded from dishonest person
- The safeguarding of children and young persons

These guidelines were adopted on XXXXXX and will be referred to by officers in determining whether or not a person is 'fit and proper' to hold a driver's licence.

## 1. General

### 1.1 Scope

These guidelines apply to the grant, revocation, suspension or renewal of Operator's Licences ("Operator's Licences") and Licences to drive hackney carriages and/or private hire vehicles ("Driver's Licences") issued by South Cambridgeshire District Council ("the Council").

### 1.2 Purpose

The purpose of the guidelines is to facilitate the Council's duties and responsibilities in determining the impact of convictions and cautions on the grant or renewal of Driver's, vehicle proprietors and Operator's Licences in accordance with the legislative considerations set out below.

## 2. Legislative Background

### 2.1 Licensing Legislation

The Council licences drivers and operators under the Town and Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976 ("the Relevant Legislation").

### 2.2 Grant and Renewal of Licences

Sections 51, 55 and 59 of the Relevant Legislation prescribe that the Council shall not grant a Driver's or Operator's Licence unless satisfied that the applicant is fit and proper for that purpose.

Whilst the relevant legislation is not specific as to what will constitute a fit and proper person for the purpose

of determining whether to issue a Licence, it is commonly accepted that any history of offending will be a relevant consideration. The overriding aim of the licensing authority is to protect the public.

## 2.3 **Immigration Act 2016**

The immigration Act also places a duty on the licensing authority to verify an applicant's right to work in the UK prior to issuing a licence. The council is prohibited from issuing a licence, (drivers and operators licence) to anyone who is disqualified by reason of their immigration status. This means that driver and operator licences must not be issued to people who are illegally present in the UK, who are not permitted to work, or who are permitted to work but are subject to a condition that prohibits them from holding such a licence.

Where a person's immigration permission to be in the UK is time-limited to less than the statutory length for a driver or operator's licence, the licence must be issued for a duration which does not exceed the applicant's period of permission to be in the UK and work.

The provisions also add immigration offences and penalties to the list of grounds on which operator and private hire and hackney carriage driver licences may be suspended or revoked by this authority. Where licences expire, or are revoked or suspended on immigration grounds, the licence must be returned within seven days. Failure to return the licence within seven days is a criminal offence.

## 2.4 **Suspension or Revocation of Licence**

Section 61 of the Relevant Legislation prescribes that the Council may suspend, revoke or refuse to renew a Driver's Licence in the following circumstances:

- (a) there has been a conviction/caution for an offence involving dishonesty, indecency or violence;
- (b) there has been a conviction or caution for an offence under or a failure to comply with the Relevant Legislation; or
- (c) that since the grant of the licence been convicted of an immigration offence or required to pay an immigration penalty, or
- (d) any other reasonable cause

Similarly, Section 62 of the Relevant Legislation prescribes that the Council may suspend, revoke or refuse to renew an Operator's Licence in the following circumstances:

- (a) there has been an offence under or non-compliance with the Relevant Legislation;
- (b) any conduct on the part of the Operator which renders him unfit to hold a licence;
- (c) any material change since the Licence was granted in any of the circumstances of the operator on the basis of which the licence was granted;
- (d) that the operator has since the grant of the licence been convicted of an immigration offence or required to pay an immigration penalty, or
- (e) any other reasonable cause.

## 2.5 The Council will also have due regard to:

- (a) s.17 of the Crime and Disorder Act 1998 which states 'without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area.
- (b) The Department for Transport's Taxi and Private Hire Vehicles: Best Practice Guidance which recognises the need for criminal record checks as an important safety measure and contemplates that a particularly cautious view will be taken in relation to offences of a violent or sexual nature.

## 3. **Disclosure of Convictions, Cautions, Reprimands or Warnings**

- 3.1 All persons ("Applicants") seeking to obtain an Operator's and/or Driver's Licence or will be required to disclose the existence and detail of all relevant convictions and/or cautions they may have.
- 3.2 For the purpose of meeting their disclosure obligations, applicants for a driver's licence will be required to obtain an Enhanced Disclosure from the Disclosure and Barring Service ("DBS"), and to sign up to the DBS update service.

- 3.3 Admission of guilt is required before a caution can be issued. Every case will be considered on its own merits including the details and nature of the offence.
- 3.4 The Council will decide what level of disclosure is required and in doing so will have regard to the Rehabilitation of Offender's Act 1974 and the Rehabilitation of Offender's Act 1974 (Exceptions) Order 2002 ("the Order"). In particular, the following is of note:
4. **Drivers**
- 4.1 Hackney and private hire drivers working with children and/or vulnerable adults are included within the scope of the Order. This means that all convictions, irrespective of age or sentence imposed can be considered if relevant to the application and will not become spent for this purpose.
- 4.2 In view of the application of the Order, the Council will request an Enhanced Disclosure from the Disclosure and Barring Service (DBS) the response to which will contain information of any current or spent convictions, cautions, reprimands or warnings as well as for example other relevant information held by the Police. More information about the DBS and the checks that they perform is available on their website.
5. **Operators**
- 5.1 Private Hire Operators do not fall within the Exemption of the Order, however it is acknowledged that whilst that individual may not be directly responsible for transporting members of the public, they will have access to personal information about passengers and afforded access to them if they walked into the Operator's office to hire a private hire vehicle.
- 5.2 In view of the above and requirement of the Relevant Legislation, that Operators are fit and proper persons, the Council will require operators (who are not also licensed drivers) to submit a basic DBS disclosure.
- 5.3 Information obtained from the DBS will be shared only with those authorised to receive it in the course of their duties.
6. **Assessment of Applications**
- 6.1 The Council will not preclude applications from persons who have previous criminal convictions /cautions subject to the application of these guidelines. In particular, having a criminal record will not necessarily be a bar from obtaining a Licence. Each case will be decided on its own merits.
- 6.2 The fact that no convictions/cautions are revealed does not mean that applications will automatically be granted. In some cases, the applicant's history may be such that they can never be deemed a fit and proper person. The Council retains absolute discretion as to whether or not a Licence will be granted, having regard to the legislation outlined at paragraph 2 above, all information obtained and observations made during the relevant application process.
- 6.3 Applicants who hold a licence with one licensing authority should not automatically assume that their application will be granted by another. Licensees who are licensed by multiple authorities are expected to inform all such authorities of the authorities that they are licensed by and to advise each authority of any changes in this respect; and should expect those authorities to share information regarding their conduct and to take into account as appropriate.
- 6.4 Careful consideration of the evidence provided should be given if an applicant has on more than one occasion been arrested, charged, but not convicted of a serious offence, which suggests on the balance of probabilities that they could pose a danger to the public. Consideration will be given to refusing the application. In assessing the action to take, the safety of the travelling public must be the paramount concern.
- 6.5 It is an offence for any person knowingly or recklessly to make a false declaration or to omit any material, particularly in giving information required on the application form. Where an applicant has made a false statement, false declaration or omitted to include information on their application for the grant or renewal of a licence, the licence will normally be refused.
- 6.6 The Council is also entitled to use other records and available information when determining applications. This may include information held by the council or other Licensing Authorities and information disclosed by the

Police under the Home Office scheme for reporting offences committed by notifiable occupations or with the Home Office regarding immigration offences. Anyone on the Disclosure and Barring Service (DBS) Barred List will be refused a licence. Any licence holder who is subsequently included on the DBS Barred List will have their licence revoked.

## 7. **Impact of Convictions, Cautions, Reprimands or Warnings**

7.1 Each application will be carefully assessed and in each case the information provided will be considered in relation to the particular circumstances and shall take into account one or more of the following (non-exhaustive) factors:

7.2 **Level of Responsibility.** The Council will consider the level of independence afforded to the Applicant. An Applicant who works alone with minimal supervision will be considered a greater risk than one who works in a group and/or is closely supervised.

7.3 **Date of Offence(s).** The Council recognises that historic offences may have less relevance than recent offences. As a general rule, a pattern of unrelated or similar offences over a period of time will be considered more serious than an isolated minor conviction.

7.4 **Attitude of the Applicant.** The Council will look for evidence that the applicant has been rehabilitated and has demonstrated a determination not to re-offend.

7.5 **Mitigating Circumstances.** The Council may ask applicants about offence(s)/convictions so that the context can be considered. Due consideration will also be given to any references provided.

7.6 **Sentence Imposed.** The Council will consider any sentence imposed as an indication of the Court's view of the seriousness of the offence.

## 8. **Rehabilitation**

8.1 These guidelines prescribe the minimum periods of rehabilitation which will ordinarily need to have elapsed before an application can be approved. These minimum periods will be considered in conjunction with the general considerations outlined above, as well as with reference to any additional information provided or observations made during the disclosure procedure.

8.2 Representatives of the Council tasked with deciding whether or not to approve an application have absolute discretion as to the application of the minimum periods of rehabilitation. This will apply both in favour of granting an application prior to the expiry of a rehabilitation period (for example where exceptional circumstances exist) or in declining an application before or after the expiry of a rehabilitation period (for example where there is evidence of any recent, persistent or habitual offending history). Simply remaining free of conviction may not generally be regarded as adequate evidence that a person is a fit and proper person to hold a licence.

## 9. **Right of Appeal**

9.1 Applicants have a right to appeal against decisions made in pursuance of these guidelines in the following circumstances:

### 9.2 **Licences**

A right of appeal arises against the following decisions:

- Refusal to grant or renew an Operator's or Driver's Licence;
- Suspension or revocation of an Operator's or Driver's Licence; and
- The imposition of conditions which may have been placed on the grant of an Operator's or Driver's Licence.

**Any such appeal must be made in writing to the Head of Service at South Cambridgeshire District Council or to the Magistrates Court within 21 days of the date of the decision letter having been served.**

If the appeal is heard first by the Council Sub-Committee Appeals panel and is refused, the appellant will then have a further 21 days to have the matter registered with the Magistrates Court.

9.3 suspension or revocation of the licence of a driver takes effect at the end of the period of 21 days beginning with the day on which notice is given to the driver. If it appears that the interests of public safety require the suspension or revocation of the licence to have immediate effect, and the notice given to the driver includes this statement that is so and an explanation why, the suspension or revocation takes effect when the notice is given to the driver (Road Safety Act 2006, s 52, 2A & 2B).

9.4 suspension or revocation of the licence of an operator takes effect at the end of the period of 21 days beginning with the day on which the notice is given to the operator.

## 10. **Updating and Repeat Checks**

10.1 Successful applicants are required to notify the Council within 7 days of any convictions or cautions they may receive after the grant of their Licence/Approval.

10.2 Persons wishing to renew their Licence must obtain and provide updated Disclosure Documents with their renewal application.

10.3 It is important that the licensing authority receives relevant information as quickly as possible in order to take appropriate and proportionate action to protect public safety. Therefore, as per guidelines set out by the Local Government Association (LGA), all drivers and new applicants must register for the DBS update service and to nominate the licensing authority to receive updates.

10.4 If a licence holder's conduct is such that, were they to be applying for a new licence their application would normally be refused, they should expect consideration to be given as to the suspension or revocation of their licence.

## 11 . **Breaches of these guidelines**

11.1 Applicants are prohibited from driving a private hire or hackney carriage vehicle, or performing the duties of an operator without first having obtained a relevant Licence for this purpose.

11.2 Persons who have previously been granted a Driver's or Operator's Licence which has been suspended or revoked are prohibited from continuing to drive or perform the duties of an operator unless they have submitted an appeal in accordance with paragraph 9 of this Policy.

## 12. **Guidelines**

The following paragraphs offer a general guide on the decision, which might be taken where cautions or convictions are disclosed.

### **Offences Involving Violence**

12.1 Where the commission of an offence involved loss of life a licence will be refused.

12.2 Anyone of a violent disposition will normally be refused to be licensed until they have at least 5 to 10 years free of such conviction or the end of a term of imprisonment if applicable must have passed before an application is likely to be considered.

### **Offences against Children under 14 years and Young Persons 14 to 17 years**

12.3 Drivers of hackney carriages and private hire vehicles are often entrusted with the care of children and young persons. It is comparatively easy for an unscrupulous driver to take advantage of such vulnerable persons. The Council seeks to minimise risks associated with children and young persons and for that reason a more serious view will be taken when offences of violence involve children or young persons.

### **Offences against Other Persons**

12.4 As hackney carriage and private hire vehicle drivers maintain close contact with the public, where the commission of an offence involved loss of life a licence will be refused. In other cases a period of at least 5 to 10 years free of such conviction or the end of a term of imprisonment if applicable must have passed before an application is likely to be considered.

12.5 A licence will not be granted where the applicant has a conviction for an offence such as:

- Murder
- Manslaughter
- Manslaughter or culpable homicide whilst driving
- Terrorism offences
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.

12.6 A licence will not be granted where the applicant has a conviction for an offence such as:

- Malicious wounding or grievous bodily harm which is racially aggravated
- Arson
- Actual bodily harm which is racially aggravated
- Grievous bodily harm with intent
- Robbery
- Possession of a firearm
- Riot
- Assault on the Police
- Common assault occasioning physical harm
- Violent disorder
- Resisting arrest
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.

12.7 An application will not normally be granted where the applicant has a conviction for an offence such as:

- Criminal damage
- Racially aggravated offence
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.
- Hate crime
- Domestic violence

and the conviction is less than 5 years prior to the date of application.

12.8 An application will normally be refused where the applicant has a conviction for an offence such as:

- Common assault
- Assault occasioning actual bodily harm
- Affray
- Harassment, alarm or distress (S5 Public Order Act 1986)
- Fear of provocation of violence (S4 Public Order Act 1986)
- Intentional harassment, alarm or distress (S4A Public Order Act 1986)
- Obstruction
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.

and the conviction is less than 3 to 5 years prior to the date of application.

### 13. **Weapon Offences**

13.1 If an applicant has been convicted of possession of a weapon or a weapon related offence, this will give serious cause for concern as to whether the person is a fit and proper person to carry members of the public. Depending on the circumstances of the offence, an applicant should be free of conviction for 3 to 5 years prior to the date of application.

### 14. **Sex and Indecency Offences**

14.1 Any applicant currently on the Sex Offenders Register will not be granted a licence.

#### **Offences against Children under 14 years and Young Persons 14 to 17 years**

14.2 Drivers of hackney carriage and private hire vehicles are often entrusted with the care of children and young

persons. It is comparatively easy for an unscrupulous driver to take advantage of such vulnerable persons. Where the commission of a sexual offence involves a child or young person an application for a licence will normally be refused.

### **Offences of a sexual nature against Other Persons**

14.3 As hackney carriage and private hire vehicle drivers often carry unaccompanied passengers, an application will not be granted where an applicant has a conviction, caution, reprimand, warning or where relevant information is received for an offence of:

- Rape
- Assault by penetration
- Offences involving children or vulnerable adults
- Offences under Serious Crime Act 2015
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.

14.4 An application will not be granted where the applicant has a conviction, caution, reprimand, warning or where relevant information is received for an offence relating to:

- Sexual or indecent assault
- Possession of indecent photographs, child pornography etc
- Exploitation of prostitution
- Trafficking for sexual exploitation
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.

14.5 An application will not be granted where the applicant has a conviction, caution, reprimand, warning or where relevant information is received for an offence relating to:

- Indecent exposure
- Soliciting (including kerb crawling)
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.

14.6 A licence will not be granted if an applicant has a conviction, caution, reprimand, warning or where relevant information is received for any sex or indecency offence.

### **15. Dishonesty Offences**

15.1 Drivers of hackney carriages and private hire vehicles are expected to be persons of trust. It is comparatively easy for a dishonest driver to defraud the public by demanding more than the legal fare. It should also be noted that a private hire driver is not bound by a set fare structure and therefore the passenger is open to potential abuse by dishonest drivers. Customers often use the trade for journeys to airports and drivers are privy to the knowledge that premises will be empty for a period of time. In addition overseas visitors can be confused by the change in currency and become 'fair game' for an unscrupulous driver. Members of the public entrust themselves to the care of drivers both for their own safety and for fair dealing. Some passengers may be especially vulnerable..

15.2 For these reasons a serious view is taken of any convictions involving dishonesty. In general a minimum period of 5 years free of conviction should be required before an application can be considered favourably. Offences of dishonesty include:

- Theft
- Burglary
- Fraud
- Benefit Fraud
- Handling or receiving stolen goods
- Forgery
- Conspiracy to defraud
- Obtaining money or property by deception
- Other deception
- Taking a vehicle without consent
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.

## 16. Drug Offences

- 16.1 A serious view will be taken with regard to any drug related offence. The nature and quantity of the drugs, whether for personal use or supply are issues which will be considered. A licence will not be granted where the applicant has a conviction for an offence related to the supply, possession or consumption of drugs and has not been free of such conviction for a period of at least 5 years.
- 16.2 If there is evidence of persistent drugs use, misuse or dependency, a medical examination (in accordance with the DVLA Group 2 Medical Standards) will be required before an application will be considered. If the applicant was an addict then they will be required to show evidence that they have been free from drug taking for a period of at least 5 years after detoxification treatment.

## 17. Driving Offences

- 17.1 A very serious view is to be taken of any applicant who has been convicted of a driving offence that resulted in the loss of life. Unless there are exceptional circumstances a licence will not normally be granted where an applicant has a conviction for an offence such as:
- Causing death by dangerous driving
  - Causing death by careless driving whilst under the influence of drink or drugs
  - Causing death by driving whilst unlicensed, disqualified or uninsured
  - Or any similar offences
- 17.2 Private hire and hackney carriage drivers are professional drivers and must be aware of the safety of their passengers and vehicles at all times. Any traffic offence could demonstrate that a driver is not a fit and proper person to hold a Licence. The following is of note:
- **Major offences / High risk offences** (see Annex A for examples of major/high risk offences). An Application received which details one of the major / high risk traffic offences in Annex A, on the DVLA licence, will normally be refused or a current licence suspended or revoked. An application will not be considered until a period of 5 years conviction free since the endorsement period has expired (4-11 years) as per DVLA rules.  
Example – Mr X has his DVLA endorsed for 4 years for dangerous driving. Application will be considered for a taxi licence after 9 years provided no further DVLA endorsements or convictions are received within this period.
  - **Minor offences** (see Annex B for examples of minor offences). Where a period of disqualification has been imposed due to the accrual of DVLA penalty points or for a single infringement, an application should not be considered until the driving licence has been restored for a period of 12 months. Should the DVLA licence show a further conviction after the disqualification period then a 12 month period free of conviction should elapse from the date of the latest conviction. If an applicant has had their licence revoked, following six or more penalty points during the first two years since passing their driving test, then a period of 12 months free of further conviction, after passing a further test should have elapsed before granting a licence.

## 18. Drunk driving / driving under the influence of drugs / using a mobile phone whilst driving

- 18.1 A serious view shall be taken of convictions for driving or being in charge of a vehicle whilst under the influence of alcohol or other substances. Where a disqualification has occurred as a result of a drink driving offence, a period free of conviction of 10 years should elapse from the restoration of the DVLA licence, before an application will be considered.
- 18.2 If there is any indication that the applicant is an alcoholic, a medical examination (in accordance with the DVLA Group 2 Medical Standards) shall be arranged by the applicant, at their expense, before an application is considered. If the applicant was an alcoholic, then they will be required to show evidence that they have undergone rehabilitation and have been free from any issues for a period of at least 5 years.
- 18.3 An isolated conviction for drunkenness shall not debar an applicant from obtaining a licence. However, a number of related convictions could indicate a problem necessitating a medical, as laid down in 18.2.
- 18.4 Applicants should also be aware of the serious risk posed by driving whilst using a mobile phone. There is a substantial body of research which shows that drivers who use a mobile phone suffer physical and cognitive distraction which means they:

- Are much less aware of what's happening on the road around them
- Fail to see road signs
- Fail to maintain proper lane position and steady speed
- Are more likely to 'tailgate' the vehicle in front
- React more slowly, take longer to brake and longer to stop
- Are more likely to enter unsafe gaps in traffic
- Feel more stressed and frustrated.

18.5 A licence will not normally be granted if an applicant has more than one conviction for an offence of driving whilst using a mobile phone within 5 years.

19. **Discrimination Offences**

19.1 The council will treat any discrimination offence seriously when establishing if an applicant is fit & proper. Convictions relating to racial, sexual or gender orientated crimes will be refused a licence. Refer to paragraph 12.7.

20. **Licensing Offences**

20.1 Licensing legislation is designed to ensure the public are protected and as such a serious view will be taken of convictions for offences under the Acts, such as plying for hire, overcharging, and refusing to carry disabled persons, when deciding whether an applicant is fit & proper. In general a period of 5 years free of conviction must have elapsed before an application should be considered. Where drivers licensed by this authority are convicted of plying for hire the licence will be revoked.

20.2 A licence will not normally be granted if an applicant has more than one conviction for a taxi licensing related offence unless she/he has been conviction free for a period of not less than 5 years.

20.3 If an applicant has had a licence suspended, revoked or refused by another authority, then checks will be made with that authority to aid the decision making process.

21 **Insurance offences**

21.1 A serious view will be taken of convictions of driving or being in charge of a vehicle without insurance. An isolated incident in the past will not necessarily stop a licence being granted provided s/he has been free of conviction for 3 years, however a strict warning will be given as to future behaviour.

21.2 A licence will not normally be granted if an applicant has more than one conviction for an insurance related offence.

21.3 An operator found guilty of aiding and abetting the driving of passengers for hire and reward whilst without insurance will normally have his operator's' licence revoked immediately and be prevented from holding a licence for at least 3 years.

22. **Outstanding Charges and Summonses**

22.1 If an applicant is the subject of any outstanding charge, summons, or is currently on bail awaiting a charging decision, no decision will be made, or licence granted until these outstanding matters are resolved.

**MAJOR TRAFFIC OFFENCES**

- AC10 Failing to stop after an accident
- AC20 Failing to give particulars or to report an accident within 24 hours
- AC30 Undefined accident offences
  
- BA10 Driving while disqualified by order of court
- BA30 Attempting to drive while disqualified by order of court
  
- CD10 Driving without due care and attention
- CD20 Driving without reasonable consideration for other road users
- CD30 Driving without due care and attention or without reasonable consideration for other road users
- CD40 Causing death through careless driving when unfit through drink
- CD50 Causing death by careless driving when unfit through drugs
- CD60 Causing death by careless driving with alcohol level above the limit
- CD70 Causing death by careless driving then failing to supply a specimen for analysis
- CD71 Causing death by careless driving then failing to supply a specimen for drug analysis
- CD80 Causing death by careless, or inconsiderate driving
- CD90 Causing death by driving: unlicensed, disqualified or uninsured drivers
  
- DD40 Dangerous driving
- DD60 Manslaughter or culpable homicide while driving a vehicle
- DD80 Causing death by dangerous driving
- DD90 Furious driving
  
- DR10 Driving or attempting to drive with alcohol level above limit
- DR20 Driving or attempting to drive while unfit through drink
- DR30 Driving or attempting to drive then failing to supply a specimen for analysis
- DR40 In charge of a vehicle while alcohol level above limit
- DR50 In charge of a vehicle while unfit through drink
- DR60 Failure to provide a specimen for analysis in circumstances other than driving or attempting to drive
- DR61 Failure to supply a specimen for drug analysis in circumstances other than driving or attempting to drive
- DR70 Failing to provide specimen for breath test
- DR80 Driving or attempting to drive when unfit through drugs
- DR90 In charge of a vehicle when unfit through drugs
  
- IN10 Using a vehicle uninsured against third party risks
  
- LC20 Driving otherwise than in accordance with a licence
- LC30 Driving after making a false declaration about fitness when applying for a licence
- LC40 Driving a vehicle having failed to notify a disability
- LC50 Driving after a licence has been revoked or refused on medical grounds
  
- MS50 Motor racing on the highway
- MS60 Offences not covered by other codes
  
- UT50 Aggravated taking of a vehicle

**MINOR TRAFFIC OFFENCES**

- MS10 Leaving a vehicle in a dangerous position
- MS20 Unlawful pillion riding
- MS30 Play street offences
- MS70 Driving with uncorrected defective eyesight
- MS80 Refusing to submit to an eyesight test
- MS90 Failure to give information as to identity of driver etc
  
- MW10 Contravention of Special Road Regulations (excluding speed limits)
  
- PC10 Undefined contravention of Pedestrian Crossing Regulations
- PC20 Contravention of Pedestrian Crossing Regulations with moving vehicle
- PC30 Contravention of Pedestrian Crossing Regulations with stationary vehicle
  
- TS10 Failing to comply with traffic light signals
- TS20 Failing to comply with double white lines
- TS30 Failing to comply with a "Stop" sign
- TS40 Failing to comply with direction of a constable or traffic warden
- TS50 Failing to comply with traffic sign (excluding "Stop" sign, traffic lights or double white lines)
- TS60 Failing to comply with school crossing patrol sign
- TS70 Undefined failure to comply with a traffic direction sign
- TT99 To signify a disqualification under totting-up procedure. If the total of penalty points reaches 12 or more within 3 years, the driver is liable to be disqualified
  
- CU10 Using vehicle with defective brakes
- CU20 Causing or likely to cause danger by reason of use of unsuitable vehicle or using a vehicle with parts or accessories (excluding brakes, steering or tyres) in a dangerous condition
  
- CU30 Using a vehicle with defective tyre(s)
- CU40 Using a vehicle with defective steering
- CU50 Causing or likely to cause danger by reason of load or passengers
- CU80 Using a mobile phone while driving a vehicle
  
- SP10 Exceeding goods vehicle speed limit
- SP20 Exceeding speed limit for type or vehicle (excluding goods or passenger vehicles)
- SP30 Exceeding statutory speed limit on a public road
- SP40 Exceeding passenger vehicle speed limit
- SP50 Exceeding speed limit on a motorway

**Aiding, Abetting, counselling or procuring**

Offences as coded above, but with 0 change to 2 (for example CU10 becomes CU12)

**Causing or permitting**

Offences as coded above, but with 0 change to 4 (for example CU10 becomes CU14)

**Inciting**

Offences as coded above, but with 0 changed to 6 (for example CU10 becomes CU16)

**Non-endorsable offences**

Some offences are non-endorsable. A non-endorsable offence is an offence which courts do not endorse onto paper counterpart. No penalty points are attributed to these offences but they carry a period of disqualification. At the end of the disqualification (over 56 days) the driver will have to apply for a renewal licence together with the appropriate fee. Any queries about offences and endorsements should be directed to the convicting court.

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## Hackney Carriage Byelaws

Made under Section 68 of the Town Police Clauses Act 1847, and Section 171 of the Public Health Act 1875 by South Cambridgeshire District Council.

**Interpretation**

1. Throughout these Byelaws “the Council” means the South Cambridgeshire District Council and “the district” means the District of South Cambridgeshire

Provisions regulating the manner in which the number of each hackney carriage, corresponding with the number of its licence shall be displayed.

2. **The proprietor of a hackney carriage:**

- a. Shall cause the number of the licence granted to him or her in respect of the carriage to be legibly painted or marked on the outside and inside respectively of the carriage, or on plates affixed thereto;
- b. Not willfully or negligently cause or suffer any such number to be concealed from public view whilst the carriage is standing or plying for hire;
- c. Not cause or permit the vehicle to ply for hire with any such plate so defaced that any figure or material particular is illegible.

**Provisions regulating how hackney carriages are to be furnished or provided.**

3. **Every proprietor of a hackney carriage shall:**

- a. Provide sufficient means by which any person in the carriage may communicate with the driver;
  - b. Cause the roof or covering to be kept water-tight;
  - c. Provide any necessary window and means of opening and closing not less than one window on each side;
  - d. Cause the seats to be properly cushioned or covered;
  - e. Cause the floor to be provided with a proper carpet, mat or other suitable covering;
  - f. Cause the fittings and furniture generally to be kept in a clean condition, well maintained and in every way fit for public service;
  - g. Provides means for securing luggage if the carriage is so constructed as to carry luggage;
  - h. Provide an efficient fire extinguisher which shall be carried in such a position as to be readily available for use;
  - i. Provide at least two doors for use of persons conveyed in such carriage and a separate means of ingress and egress for the driver.
4. The proprietor of a hackney carriage shall cause the same to be provided with a taximeter so constructed, attached and maintained as to comply with the following requirements, that is to say;
    - a. The taximeter shall be fitted with a key or other device the turning of which will bring the machinery of the taximeter into action and cause the word, “Hired” to appear on the face of the taximeter;
    - b. Such key or device shall be capable of being locked in such a position that the machinery of the taximeter is not in action and no fare is recorded on the face of the taximeter;
    - c. When the machinery of the taximeter is in action there shall be recorded on the face of the taximeter in figures clearly legible a fare not exceeding the rate of fare which the proprietor or driver is entitled to demand and take in pursuance of the tariff fixed by the council in that behalf for the hirer of the carriage by distance;
    - d. The word “Fare” shall be printed on the face of the taximeter in plain letters so as clearly to apply to the fare recorded thereon;
    - e. The taximeter shall be so placed that all letters and figures on the face thereof may be at all times plainly visible to any person being conveyed in the carriage;
    - f. And for that purpose the letters and figures shall be suitably illuminated during any period of hiring;
    - g. The taximeter and all the fittings thereof shall be affixed to the carriage with seals or other appliances that it shall not be practicable for any person to tamper with them except by breaking, damaging or permanently displacing the seals or other appliances.

**Provisions regulating the conduct of the proprietors and drivers of hackney carriages plying within the district in their several employments, and determining whether such drivers shall wear any and such badges.**

**5. The driver of a hackney carriage shall:**

- a. When standing or plying for hire, keep the key, flag or other device fitted in pursuance of the byelaw in that behalf, locked in the position in which no fare is recorded on the face of the taximeter;
- b. Before beginning a journey for which a fare is charged for distance and time, bring the machinery of the taximeter into action by moving the said key, flag or other device, so that the word, "Hire" is legible on the face of the taximeter and keep the machinery of the taximeter in action until the termination of the hiring;
- c. Cause the dial of the taximeter to be kept properly illuminated throughout any part of the hiring which is during the hours of darkness; this being the time between half an hour after sunset to half an hour before sunrise, and also at any other time at the request of the hirer.

6. A proprietor or driver of a hackney carriage shall not tamper with or permit any person to tamper with any taximeter with which the carriage is provided, with the fittings thereof, or with the seals affixed thereto.

7. The driver of a hackney carriage for which stands are fixed by the council in any village or parish where such stands have been fixed shall, when plying for hire in any street and not actually hired,

- a. Proceed with reasonable speed to, and station the carriage on one of such stands;
- b. If a stand, at the time of his or her arrival, is occupied by the full number of carriages authorised to occupy it, proceed to another stand;
- c. On arriving at a stand not already occupied by the full number of carriages authorised to occupy it, station the carriage immediately behind the carriage or carriages on the stand and so as to face in the same direction;
- d. From time to time when any other carriage immediately in front is driven off or moved forward cause his or her carriage to be moved forward so as to fill the place previously occupied by the carriage driven off or moved forward.

8. A proprietor of a hackney carriage, when standing or plying for hire, shall not, by calling out or otherwise, importune any person to hire such carriage and shall not make use of the services of any other person for the purpose.

9. The driver of a hackney carriage shall behave in a civil and orderly manner and shall take all reasonable precautions to ensure the safety of persons conveyed in or entering or alighting the vehicle.

10. The proprietor or driver of a hackney carriage who shall have agreed or shall have been hired to be in attendance with the carriage at an appointed time and place shall, unless delayed or prevented by some sufficient cause, punctually attend with such carriage at such appointed time and place.

11. If a badge has been provided by the council and delivered to the driver of a hackney carriage, either with the licence granted to him or her by the Council or otherwise, he or she shall, when standing, plying or driving for hire, wear the badge in such position and manner as to be plainly and distinctly visible.

12. A proprietor or driver of a hackney carriage shall not convey or permit to be conveyed in such carriage any greater number of persons than the number of persons specified on the outside of the carriage.

13. The driver of a hackney carriage so constructed as to carry luggage shall when requested by any person hiring or seeking to hire the carriage;

- a. Convey a reasonable quantity of luggage;
- b. Afford reasonable assistance in loading and unloading;
- c. Afford reasonable assistance in removing it to or from the entrance of and house, station or place at which he or she may take or set down such person.

14. Every proprietor or driver of a hackney carriage who shall knowingly convey in the carriage the dead body of any person shall, immediately thereafter notify the fact to the Environmental Services Officer of the Council.

**Provisions fixing the rates on fares to be paid for hackney carriages within the district, and securing the due publication of such fares.**

15. The proprietor of a hackney carriage plying for hire for which any fares are fixed by the Council shall;

- a) Cause a statement of such fares to be exhibited on the inside of the carriage, in clearly distinguishable letters and figures;

- b) Renew such letters and figures as often as necessary to keep them clearly visible.
16. Every proprietor or driver of a hackney carriage shall immediately after the termination of any hiring, carefully search the carriage for any property which may have been accidentally left therein.
17. Every proprietor or driver of a hackney carriage in the district shall, if any property accidentally left therein by any person who may have been conveyed in the carriage be found by or handed to him or her:
- a. Carry it within twenty four hours, if not sooner claimed by or on behalf of its owner, to the Council offices, or to the property store at Parkside Police Station, Cambridge, and leave it in the custody of the District Secretary or Officer in charge of the station on their giving a receipt for it;
  - b. Be entitled to receive from any person to whom the property shall be re-delivered an amount equal to five pence in the pound of its estimated value, or the fare for the distance from the place of finding to the Council offices or to the property store at Parkside Police Station, Cambridge (whichever be greater) but not more than five pounds.

**18. Penalties**

Every person who shall offend against any of these Byelaws shall be liable on summary conviction to a fine not exceeding one hundred pounds and in the case of a continuing offence to a further fine not exceeding five pounds for each day during which the offence continues after conviction therefore.

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## PENALTY POINTS SCHEME

### 1.0 The details of how the scheme will be operated are as follows:

- 1.1 This Policy will be fully considered by an authorised officer when determining the manner on which any breach of legislation or the requirements of this Policy are dealt with.
- 1.2 The Penalty Points Scheme will operate without prejudice to Licensing Authority's ability to take other action under appropriate legislation or as provided for by this policy.
- 1.3 The Penalty Points Scheme outlined in Schedule 1 identifies a number of breaches of conditions, byelaws and/or statutory provisions. It then indicates the number of points to be invoked should the breach be proven and by whom.

### 2.0 Imposition of Points

- 2.1 Where it is decided that the use of the Penalty Points Scheme is appropriate, the points will be issued in accordance with Schedule 1 to this appendix.
- 2.2 The imposition of penalty points against a driver who is an employee will not necessarily result in the additional imposition of points to his/her employer or operator. However the Licensing Authority will issue penalty points to drivers, proprietors, driver/proprietors and operators for a single contravention if the circumstances warrant it, i.e. the breach is one against all these licences and it is considered joint responsibility is held.
- 2.3 Points issued to a proprietor, operator or driver will be confirmed in writing within three weeks of the completion of enquiries into the contravention or upon discovery of breach.
- 2.4 Points will be imposed on the licence holder by either Licensing Officers or by the Licensing Sub-Committee. The imposition shall be in accordance with Schedule 1 to this Appendix.
- 2.5 There is no financial penalty associated with the Penalty Point Scheme, and the licence holder may continue to work. However, the licence holder may be asked to attend a hearing before the Licensing Sub-Committee if 12 or more penalty points are imposed on an individual licence and are still valid, where appropriate action will be taken in accordance with this policy.

### **3.0 Duration of Points**

3.1 When issued, the penalty points will remain “live” for the period specified in Schedule 1 to this Appendix. They will remain on the licence for consideration from the date they are imposed for the specified period indicated in Schedule 1.

### **4.0 Alternative to Penalty Points**

4.1 Where a driver, proprietor or operator attains 12 penalty points, disciplinary options available to the Licensing Authority will include suspension or revocation of the driver’s licence.

4.2 If it is felt that the matter does not warrant suspension or revocation of the licence, a written warning may be issued to the driver as to his future conduct.

4.3 Periods of suspension of a licence will be dependent on the nature of the breach of legislation or the requirements of this Policy and the compliance history of the licence holder.

4.4 A driver will always have the right to be represented at any meeting, either legally or otherwise, and to state any mitigating circumstances they deem necessary.

### **5.0 Appeals**

5.1 Should a driver, operator or proprietor wish to dispute the imposition of points made by an officer, then they have the right to appeal. Appeals will be made to the Licensing Sub-Committee, who may quash or uphold the officer decision as they deem appropriate. A decision notice will be provided following such an appeal hearing, which will provide the reasons for the decision. Appeals must be made in writing within 21 days of the imposition of the penalty points. When considering the appeal, all matters will be considered.

5.2 Any driver or vehicle proprietor or operator subject to suspension or revocation has the right of appeal to the Magistrates Court against the suspension or revocation. In most cases a suspension will be subject to a 21 day appeal period starting on the date of the suspension notice to allow for the formal appeal process. There may be occasions where immediate suspension is required for example, for the protection of the public.

## **Schedule 1 to Appendix G - Penalty Points Tariff**

### 1.1 Legislative offences and penalties:

Two statutes principally create offences relating to hackney carriages and private hire vehicles are; i) The Town Police Clauses Act 1847; and ii) The Local Government (Miscellaneous Provisions) Act 1976. Offences may also be committed under other legislation, byelaws or conditions.

1.2 The offences are set out below under the relevant statute state the number of points and the length of time that the points will remain on the licence. Where there is an option to attach more points, Licensing Officers will only be permitted to attach the minimum number of points. Where the Licensing Officer determines that the offence is of a more serious nature, the awarding of any points or action will be determined by the Licensing Sub-Committee, who on hearing the case may attach points between the minimum and maximum, should the case be found.

1.3 When an application or licence is determined by the Licensing Sub-Committee the points attached to a licence will be taken into consideration. In such cases the hearing will consider all relevant information and will determine the review in accordance with the relevant legislative framework. Points attached to a licence will not be the reason for refusal, suspension or revocation.

1.4 The Licensing Authority reserves the right to take all appropriate action as is deemed necessary. The attachment of points to a licence in no way prejudices the Licensing Authorities right to prosecute an offender should it be deemed in the public interest to do so.

1.5 Tables 4-7 set the number of points that will be deemed attached to a licence or application when determining the said application, renewing a licence or reviewing the licence of a current driver, proprietor or operator. The term conviction will be deemed to mean any conviction or fixed penalty or any material disclosed by the police on a DBS certificate which they consider to be relevant to a person acting as a Hackney Carriage or Private Hire Driver.

1.6 A list of the offences, penalty points and the relevant period that points remain on the licence are in accordance with the following tables:

Table 1

**TOWN AND POLICE CLAUSES ACT 1847**

List No.	Imposition of points by LO or Committee	Section and Offence	Penalty Points or Action	Period Points Remain on the Licence	Operator	Proprietor	Driver
1	LO or Committee	S40 - Giving false information on a hackney carriage licence application.	6-12*	3 Years		✓	✓
2	LO	S44 - Failure to notify change of address on a hackney carriage licence.	2	1 Year		✓	✓
3	Committee	S45 - Plying for hire without a hackney carriage licence.	12	5 Years			✓
4	Committee	S47 - Driving a hackney carriage without a hackney carriage driver's licence.	12	5 Years			✓
5	Committee	S47 - Lending or parting with a hackney carriage driver's licence.	12	3 Years			✓
6	Committee	S47 - Hackney carriage proprietor permitting or employing an unlicensed driver to drive a hackney carriage vehicle.	12	5 Years		✓	✓
7	LO	S48 - Failure of a proprietor to retain in his/her possession copies of any hackney carriage driver's licence that permits them to drive their vehicle.	3	1 Year		✓	
8	LO	S48 - Failure of a proprietor to produce on request by an authorised officer any hackney carriage driver's licence for whom he has permitted to drive his/her vehicle.	3	1 Year		✓	
9	LO	S52 - Failure to display a hackney carriage plate.	4	3 Years			✓
10	LO or Committee	S53 - Refusal to take a fare without a reasonable excuse.	8-12*	5 Years			✓
11	LO or Committee	S54 - Charging more than the agreed fare.	8	5 Years			✓
12	LO or Committee	S55 - Obtaining more than the legal fare (including failure to refund).	8	5 Years			✓
13	LO or Committee	S56 - Travelling less than the lawful distance for an agreed fare.	6	5 Years			✓
14	Committee	S57 - Failure to wait after a deposit to wait has been paid.	12	3 Years			✓
15	LO or Committee	S58 - Charging more than the legal fare.	8-12*	5 Years			✓
16	LO	S59 - Carrying persons other than with the consent of the hirer.	6	3 Years			✓
17	Committee	S60 - Driving a hackney carriage without the proprietor's consent.	12	5 Years			✓
18	Committee	S60 - Allowing a person to drive a hackney carriage without the proprietor's consent.	12	5 Years			✓
19	LO	S62 - Driver leaving a hackney carriage unattended.	2	1 Year			✓
20	LO	S64 - Hackney carriage driver obstructing other hackney carriages.	2	1 Year			✓
21	LO or Committee	S68 - Breach of Byelaws	3-6*	3 Years		✓	✓

Table 2

Local Government (Miscellaneous Provisions) Act 1976							
List No.	Imposition of points by LO or Committee	Section and Offence	Penalty Points or Action	Period Points Remain on the Licence	Operator	Proprietor	Driver
22	Committee	S46(1)(a) - A licensed driver using an unlicensed vehicle for private hire purposes.	12	5 Years			✓
23	Committee	S46(1)(b) - Driving a private hire vehicle without a private hire driver's licence.	12	5 Years			✓
24	LO or Committee	S46(1)(c) - Proprietor of a private hire vehicle permitting or employing an unlicensed driver to drive a private hire vehicle.	8-12*	5 Years		✓	
25	LO or Committee	S46(1)(d) - Operating a private hire vehicle without a private hire operators' licence.	8-12*	5 Years	✓		
26	Committee	S46(1)(e) - Operating an unlicensed vehicle as a private hire vehicle.	12	5 Years	✓	✓	✓
27	Committee	S46(1)(e) - Operating a private hire vehicle when the driver is not licensed as a private hire driver.	12	5 Years	✓	✓	✓
28	LO	S48(6) - Failure to display a private hire vehicle plate.	4	1 Year		✓	✓
29	LO	S49 - Failure to notify the transfer of a vehicle licence.	3	1 Year		✓	
30	LO	S50(1) - Failure to present a hackney carriage or private hire vehicle for inspection upon request.	6	3 Years		✓	
31	LO	S50(2) - Failure to inform the Licensing Authority where a hackney carriage or private hire vehicle is stored, if requested.	3	1 Year		✓	
32	LO	S50(3) - Failure to report an accident to the Licensing Authority within seventy two hours.	6	3 Years		✓	✓
33	LO	S50(4) - Failure to produce the vehicle and/or insurance upon request.	6	3 Years		✓	✓
34	LO	S53(3) - Failure to produce a driver's licence upon request.	6	3 Years			✓
35	LO or Committee	S54(2) - Failure to wear a private hire driver's badge.	3-6*	3 Years			✓
36	LO or Committee	S56(2) - Failure of a private hire operator to keep proper records of all bookings, or failure to produce them upon request of an authorised officer of the Licensing Authority or a police officer within reasonable time / or time specified.	3-8*	3 Years	✓		
37	LO or Committee	S56(3) - Failure of a private hire operator to keep proper records of all private hire vehicle licenses and driver licenses, or failure to produce them on request of an authorised officer of the Licensing Authority or a police officer within reasonable time / or time specified.	3-8*	3 Years	✓		

38	LO	S56(4) - Failure of a private hire operator to produce his licence upon request.	4	1 Year	✓		
39	Committee	S57 - Making a false statement or withholding information to obtain a hackney carriage/private hire driver's licence.	12	5 Years			✓
40	LO or Committee	S58(2) - Failure to return a plate after notice has been given following expiry, revocation, or suspension of a hackney carriage or private hire vehicle licence.	6-12*	5 Years		✓	
41	LO or Committee	S61(2) - Failure to surrender a driver's licence or badge on or after suspension, revocation, or refusal to renew.	6-12*	5 Years			✓
42	LO or Committee	S64 - Permitting a private hire vehicle to wait on a hackney carriage rank.	6-12*	5 Years			✓
43	LO or Committee	S66 - Hackney Carriage charging more than the meter fare for a journey ending outside the District, without prior agreement.	8	3 Years			✓
44	LO or Committee	S67 - Hackney Carriage charging more than the meter fare when a hackney carriage is used as a private hire vehicle.	8	3 Years			✓
45	LO or Committee	S69 - Unnecessarily prolonging a journey.	8	3 Years			✓
46	Committee	S71 - Interfering with a private hire taxi-meter with intent to mislead.	12	5 Years		✓	✓
47	LO or Committee	S73(1)(a) - Obstruction of an authorised officer of the Licensing Authority or a police officer.	6-12*	5 Years	✓	✓	✓
48	LO or Committee	S73(1)(b) - Failure to comply with a requirement of an authorised officer of the Licensing Authority or a police officer.	3-12*	5 Years	✓	✓	✓
49	LO or Committee	S73(1)(c) - Failure to give information or assistance to an authorised officer of the Licensing Authority or police officer.	3-12*	5 Years	✓	✓	✓

**Table 3**

**LICENSING AUTHORITY POLICY**

List No.	Imposition of points by LO or Committee	Section and Offence	Penalty Points or Action	Period Points Remain on the Licence	Operator	Proprietor	Driver
50	Committee	Failure to ensure the safety of passengers.	12	5 Years	✓	✓	✓
51	LO or Committee	Concealing or defacing a vehicle licence plate.	6	3 Years	✓	✓	✓
52	LO	Failure to attend on time for a pre-arranged appointment at the request of the Licensing Authority for interview without reasonable cause.	2	1 Year	✓	✓	✓
53	LO or Committee	Conveying a greater number of passengers than permitted.	6-12*	5 Years			✓
54	LO	Failure to give reasonable assistance with passenger's luggage.	2	1 Year			✓
55	LO or Committee	Private hire soliciting for hire or accepting a fare that is not pre-booked.	6	3 Years			✓

56	LO	Operating/using a vehicle that is not clean and tidy internally or externally.	2	1 Year		✓	✓
57	LO or Committee	Operating/using a vehicle that is not in a safe condition internally or externally.	6-12*	5 Years		✓	✓
58	Committee	Driving without the consent of the proprietor.	12	5 Years			✓
59	LO	Drinking or eating in the vehicle whilst carrying passengers.	2	1 Year			✓
60	LO or Committee	Smoking in the vehicle at any time.	4-8*	3 Years			✓
61	LO	Causing excessive noise from any radio or sound-reproducing equipment.	2	1 Year			✓
62	LO	Sounding the horn to signal that the vehicle has arrived. disturbing residents	2	1 Year			✓
63	LO	Allowing a private hire vehicle to stand in such a position as to suggest that it is plying for hire or using a hackney carriage stand.	6	3 Years			✓
64	LO	Parking a Hackney Carriage Vehicle or Private Hire Vehicle illegally so as to cause an obstruction to other road users.	3	1 Year			✓
65	LO or Committee	Using a non-hands free mobile telephone whilst driving/engine running.	6-12*	5 Years			✓
66	Committee	Failure to advise of a relevant medical condition.	12	5 Years			✓
67	LO	Failure to provide a receipt for a fare when requested.	2	1 Year			✓
68	LO or Committee	Failure to operate the meter from the commencement of the journey and /or charging more than the fixed charge for hire of a hackney carriage.	8-12*	5 Years			✓
69	LO	Failure to notify the Licensing Authority of relevant change to licence details within the time specified in the associated licence conditions.	2	1 Year	✓	✓	✓
70	LO	Failure to produce a hackney carriage or private hire licence upon request.	3	1 Year	✓	✓	✓
71	LO	Failure to show a private hire driver's licence to the private hire operator at the commencement of employment.	2	1 Year			✓
72	LO	Failure of a private hire operator to request and keep a copy all driver's licence in his employ at the beginning of employment.	2	1 Year	✓		
73	Committee	Failure of a licence holder to disclose convictions within seven days of conviction.	12	5 Years	✓	✓	✓
74	LO	Refusing a guide, hearing or other prescribed assistance dog without holding the relevant exemption.	6	3 Years			✓
75	LO	Failure to search a vehicle after a journey or failure to take found property to the police within forty eight hours of finding.	3	3 Years			✓
76	LO	Failure to report an accident within seventy two hours.	6	3 Years			✓

77	LO	Failure to comply with requirements for the safe carrying of a wheelchair	6	3 Years		✓	✓
78	LO or Committee	Operating a vehicle that does not comply with the Licensing Authority's licensing policy or relevant legislation where such a breach of policy/legislation is not otherwise specified herein.	3-12*	5 Years		✓	✓
79	Committee	A Private Hire driver using a Hackney Carriage vehicle without a Hackney Carriage driver licence.	12	5 Years			✓
80	LO	Failure to carry an approved fire extinguisher.	2	1 Year		✓	✓
81	LO or Committee	Modifying a licensed vehicle without the consent of the Licensing Authority.	6-12*	5 Years			✓
82	LO	Failure to display or maintain external plates as issued by the Licensing Authority or displaying them incorrectly e.g. in the window of a vehicle.	4	3 Years		✓	✓
83	LO	Affixing or displaying a roof sign on a private hire vehicle or failure to affix a roof sign to a Hackney Carriage Vehicle.	4	3 Years		✓	✓
84	LO	Displaying a sign or advertisement on a licensed vehicle that does not satisfy the policy requirements or has not been approved by the Licensing Authority.	4	3 Years		✓	✓
85	LO	Using a taxi-meter that does not conform to Licensing Authority requirements.	6	3 Years	✓	✓	✓
86	Committee	Driving with no insurance or inadequate insurance for the vehicle.	12	5 Years		✓	✓
87	Committee	Permitting the vehicle to be used for any illegal or immoral purposes.	12	5 Years	✓	✓	✓
88	LO	Failure of a private hire operator to ensure that office staff act in a civil and courteous manner at all times.	2	1 Year	✓		
89	LO	Failure of a private hire operator to keep the operating premises in accordance with Licensing Authority requirements.	3	1 Year	✓		
90	Committee	Failure of a private hire operator to ensure that all vehicles operated by him are adequately insured.	12	5 Years	✓		
91	LO or Committee	Failure of a private hire operator to obtain public liability insurance for the operating premises if the public are allowed access.	6	3 Years	✓		
92	LO	Driving or allowing a hackney carriage or private hire vehicle to be driven with tinted windows which do not conform to licence conditions.	2	1 Year		✓	✓
93	LO	Driving or allowing a hackney carriage or private hire vehicle to be driven without displaying the door signs or attaching the signs other than in accordance with the Councils Policy.	2	1 Year		✓	✓
94	LO	Failing to display "SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL" on the vehicles top sign.	2	1 Year		✓	
95	LO	Allowing a hackney carriage vehicle to be driven with a top sign that is in breach of the licence conditions.	2	1 Year		✓	

**Table 4**

<b>Convictions - Violence</b>											
		<b>Number of Points</b>									
<b>Date Since Conviction Received (Years or Part Thereof)</b>		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
<b>List No.</b>	<b>Type of Offence</b>	<b>Points are doubled for a term of imprisonment served</b>									
96	Common Assault	12	12	12	5	4	3	2	1	0	0
97	Assault, s47	12	12	12	5	4	3	2	1	0	0
98	Grievous Bodily Harm, s20	12	12	12	12	12	12	8	6	4	2
99	Grievous Bodily Harm, s18	12	12	12	12	12	12	12	12	8	6
100	Assault Police	12	12	12	8	6	5	4	3	2	1
101	Affray	12	12	12	6	5	4	3	2	1	0
102	Riot	12	12	12	12	8	6	4	2	0	0
103	Murder	12	12	12	12	12	12	12	12	12	12
104	Manslaughter	12	12	12	12	12	12	12	12	12	12
105	Manslaughter or Culpable Homicide while Driving	12	12	12	12	12	12	12	12	12	12
106	Using Threatening, Abusive Words or Behaviour	5	4	3	2	1	0	0	0	0	0
106 A	Battery	5	4	3	2	1	0	0	0	0	0
107	Breach of the Peace	3	2	1	0	0	0	0	0	0	0
108	Drunk and Disorderly	3	2	1	0	0	0	0	0	0	0
109	Common Assault - Aggravated	12	12	12	8	6	4	3	2	1	0
110	Obstruction	12	12	12	6	4	2	0	0	0	0
111	Robbery	12	12	12	12	12	12	12	12	8	6
112	Possess Offensive Weapon	12	12	12	8	6	4	2	0	0	0
113	Possess Firearm	12	12	12	8	6	4	2	0	0	0
114	Possess Firearm with intent	12	12	12	12	12	8	6	4	2	0
115	Criminal Damage	12	12	12	8	6	4	2	0	0	0
116	Violent Disorder	12	12	12	8	6	4	2	0	0	0
117	Resist Arrest	12	12	12	8	6	4	2	0	0	0
118	Arson	12	12	12	12	12	12	12	12	12	12

**Table 5**

<b>Convictions - Dishonesty</b>											
		<b>Number of Points</b>									
<b>Date Since Conviction Received (Years or Part Thereof)</b>		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
<b>List No.</b>	<b>Type of Offence</b>	<b>Points are doubled for a term of imprisonment served</b>									
119	Theft	12	12	12	6	4	2	1	0	0	0
120	Theft – Shoplifting	12	12	12	6	4	2	1	0	0	0
121	Theft – Employee	12	12	12	6	4	2	1	0	0	0
122	Theft – From Vehicle	12	12	12	6	4	3	2	1	0	0
123	Burglary & Theft - Dwelling	12	12	12	12	8	6	4	2	1	0
124	Burglary & Theft – Non Dwelling	12	12	12	6	4	3	2	1	0	0
125	Burglary & Theft – Aggravated	12	12	12	12	12	12	8	6	4	2
127	Fraudulent Use	12	12	12	6	4	3	2	1	0	0
128	Handling	12	12	12	6	4	3	2	1	0	0
129	Receiving	12	12	12	6	4	3	2	1	0	0
130	Forgery	12	12	12	6	4	3	2	1	0	0

131	Conspiracy to Defraud	12	12	12	6	4	3	2	1	0	0
132	Obtain Money by Deception	12	12	12	6	4	3	2	1	0	0
133	Obtain Money by Forged Instrument	12	12	12	6	4	3	2	1	0	0
134	Deception	12	12	12	6	4	3	2	1	0	0
135	False Accounting	12	12	12	6	4	3	2	1	0	0
134	False Statement to Obtain Benefit	12	12	12	6	4	3	2	1	0	0
136	Going Equipped	12	12	12	6	4	3	2	1	0	0
137	Taking/Driving or Attempt to Steal Vehicle	12	12	12	6	4	3	2	1	0	0
138	Allow to be Carried in a Stolen Vehicle	12	12	12	6	4	3	2	1	0	0
139	Perverting the Course of Justice	12	12	12	12	8	6	4	2	0	0

**Table 6**

**Convictions - Drugs**

		Number of Points									
Date Since Conviction Received (Years or Part Thereof)		1	2	3	4	5	6	7	8	9	10
List No.	Type of Offence	Points are doubled for a term of imprisonment served									
140	Possessing Controlled Drugs	12	12	12	12	8	6	4	2	1	0
141	Possessing Controlled Drugs with Intent to Supply	12	12	12	12	12	12	10	8	6	4
142	Producing Controlled Drugs	12	12	12	12	12	10	8	6	4	2
143	Import Drugs	12	12	12	12	12	12	10	8	6	4

**Table 7**

**Convictions - Indecency**

		Number of Points									
Date Since Conviction Received (Years or Part Thereof)		1	2	3	4	5	6	7	8	9	10
List No.	Type of Offence	Points are doubled for a term of imprisonment served									
144	Indecent Exposure	12	12	12	12	12	12	12	10	8	6
145	Indecent Exposure to the Annoyance of Residents	12	12	12	12	12	12	12	10	8	6
146	Indecent Exposure with intent to insult a female	12	12	12	12	12	12	12	12	10	8
147	Unlawful Sexual Intercourse	12	12	12	12	12	12	10	8	6	4
148	Importuning	12	12	12	12	12	12	12	10	8	6
149	Gross Indecency with a Female	12	12	12	12	12	12	12	12	12	12
150	Gross Indecency with a Male	12	12	12	12	12	12	12	12	12	12
151	Indecent Assault on a Female	12	12	12	12	12	12	12	12	12	12
152	Indecent Assault on a Child under 16 years of age	12	12	12	12	12	12	12	12	12	12
153	Living Off Immoral Earnings	12	12	12	12	12	12	12	10	8	6
154	Prostitution	12	12	12	12	12	12	10	8	6	4
155	Possessing or Distributing Obscene Material	12	12	12	12	12	12	12	12	10	8
156	Buggery	12	12	12	12	12	12	12	12	12	12
157	Rape	12	12	12	12	12	12	12	12	12	12
158	Indecent or Nuisance Telephone Calls	12	12	12	12	12	8	6	4	2	1

Any subsequent amendments to the legislation will supersede the tables above and this appendix may be amended to reflect the revised legislation by way of an addendum to this policy.

**Where a breach is proven that is a combination of any of the above offences, the option to allocate points for each of the offences can be utilised by any authorised licensing officer or the Licensing sub-committee.**

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Disclosure &  
Barring Service

## **DBS Update Service** **Multiple Status Check Facility**

October 2013

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# 1.0 Background

For a small annual subscription of just £13, applicants can join the Update Service and have their DBS Certificate kept up-to-date. They can take it with them from role to role, within the same workforce, where the same type and level of check is required. The service is free to volunteers.

If an applicant has subscribed to the Update Service, with their permission, you can use their current DBS Certificate and carry out a free, instant online Status Check to see if any new information has come to light since its issue.

## Have you given the applicant their application form reference number?

To help applicants join the Update Service at the earliest opportunity, where possible, give them the application form reference number so they can join immediately. If they wait to subscribe with their DBS Certificate number they must use it within 14 days of the DBS

## 1.1 How to carry out Status Checks

After viewing the original DBS Certificate, if you are entitled to carry out a Status Check you can do this at [www.gov.uk/dbs-update-service](http://www.gov.uk/dbs-update-service). Refer to the [DBS Update Service Employer Guide](#) for further information on entitlement to carry out a Status Check.

You will need to enter the name of your organisation, your forename and surname and then the following details of the DBS Certificate being checked:

- DBS Certificate number
- current surname of the DBS Certificate holder - as specified on their DBS Certificate
- date of birth of the DBS Certificate holder - as recorded on the DBS Certificate

## 1.2 What is Multiple Status Checking?

Some organisations submit large numbers of DBS applications and will need to be able to carry out large numbers of Status Checks every day. Other organisations may not submit large numbers of applications but may still want to use a quick and efficient Multiple Status Checking facility which will allow them to carry out Status Checks simultaneously rather than separately.

The DBS has developed a Multiple Status Check facility which can be accessed via a web service. The Multiple Status Check facility will enable organisations to make an almost unlimited number of Status Checks simultaneously.

If you would like to carry out multiple, or large numbers of Status Checks quickly you will benefit from using the Multiple Status Check facility.

## 1.3 Benefits to you

- Quick online checks of DBS Certificates.
- Ability to carry out large numbers of checks at the same time.
- No more time consuming DBS application forms to fill in.
- You may never need to apply for another DBS check for an employee again.
- Saves you time and money.
- Enhances your safeguarding processes and may help to reduce your risks.
- Easy to incorporate into your existing suitability decision-making processes.
- Less bureaucracy.

## 1.4 Benefits to your employee

- Saves them time and money.
- One DBS Certificate is all they may ever need.
- Can take their DBS Certificate from role to role within the same workforce.
- Greater control of their DBS Certificate.
- Can get ahead of the rest and apply for jobs DBS pre-checked.

## 1.5 How to access the Multiple Status Check facility

Your organisation or IT department will need to develop a system which will enable you to:

- Input the required information to carry out Status Checks on numerous individuals simultaneously
- Send the individual information to the DBS system
- Access the information relating to the Status Checks you submitted
- Return the results to you

Your system will connect with the DBS system using a web service. We have provided technical information and guidance in the next part of this guide.

Once the system is built and you want to use it, you will need to submit the following information for each individual for which you have permission to carry out a Status Check:

- The DBS Certificate number of the Certificate being checked.
- The surname of the applicant as it appears on the Certificate being checked.
- The date of birth of the applicant as it appears on the Certificate being checked.
- The name of your organisation.
- You will also need to agree with the declaration below, entering 'true' with the information to be submitted for each Status Check.

*'I confirm I have the authority of the individual to which this DBS Certificate number relates to receive up-to-date information (within the meaning of section 116A of the Police Act 1997) in relation to their criminal record DBS Certificate for the purposes of asking an exempted question within the meaning of section 113A of the Police Act 1997; or in relation to their enhanced criminal record DBS Certificate for the purposes of asking an exempted question for a prescribed purpose within the meaning of section 113B of the Police Act 1997.'*

## 1.6 What Status Check results will I see and what do they mean?

If the details entered can be matched to a valid DBS Certificate that is linked to an individual subscribed to the Update Service, the latest Status of that DBS Certificate will be returned.

The Status Check result only relates to the individual named on both the DBS Certificate and on the Status Check result screen.

The Update Service will only check for updates based on the individual for whom the check was carried out – not the home address where the work is being undertaken or any other individuals employed or living at that address. No checks have been made against any third parties associated to the individual. This could have implications for individuals who are employed in home-based occupations in which third parties may be considered.

The outcome of a valid Status Check will be one of the following:

Returned result	Status Checking response	Meaning
'BLANK_NO_NEW_INFO'	<i>'This DBS Certificate did not reveal any information and remains current as no further information has been identified since its issue'.</i>	The individual's DBS Certificate contains no criminal record information and no new information has come to light since its issue
'NON_BLANK_NO_NEW_INFO'	<i>'This DBS Certificate remains current as no further information has been identified since its issue'.</i>	The individual's DBS Certificate contains criminal record information but no new information has come to light since its issue.
'NEW_INFO'	<i>'This DBS Certificate is no longer current. Please apply for a new DBS check to get the most up-to-date information'.</i>	The individual's DBS Certificate should not be relied upon as new information is now available; you should request a new DBS Certificate.

## 1.7 What are the next steps?

- Discuss the Multiple Status Check facility and its benefits with your organisation.
- Pass this guide and technical information to your IT department or an IT developer.
- Your system can be as simple or as complex as you need – this will affect the time it takes to set it up.
- If you need any further information contact your designated account manager if you have one, or DBS customer services at [customerservices@dbs.gsi.gov.uk](mailto:customerservices@dbs.gsi.gov.uk).
- Once your system is ready you can start using the free Multiple Status Check facility immediately.

## 2.0 Technical information

The following technical information assumes a certain level of technical knowledge. It has been developed to inform organisations and IT departments of the necessary components required to develop a front-end programming interface which is needed to access the DBS Multiple Status Check facility.

**Note:** The DBS do not supply a sample front-end system, nor do we support systems developed by other organisations. It is the responsibility of organisations wanting to use the Multiple Status Check facility to construct and maintain their own front-end system.

### 2.1 What is a web service?

The functionality of the Update Service Multiple Check facility is exposed to organisations via a web service. Web services are typically Application Programming Interfaces (API) or Web APIs that are accessed via Hypertext Transfer Protocol (HTTP). The web service used by the DBS is called 'Restful Web'.

A web service:

- Is a standard mechanism for organisations to expose business functionality to their partners.
- Allows IT applications to communicate with each other in a platform and programming language, independent manner.
- Is a software interface that can be accessed over the network through standardised XML messaging?
- Output is typically XML which is easily interpreted and processed by software applications.

### 2.2 How do I use the Web Service?

The Web Service provides an API for organisations to access the Update Service Multiple Status Check facility. This is achieved by calling a URL.

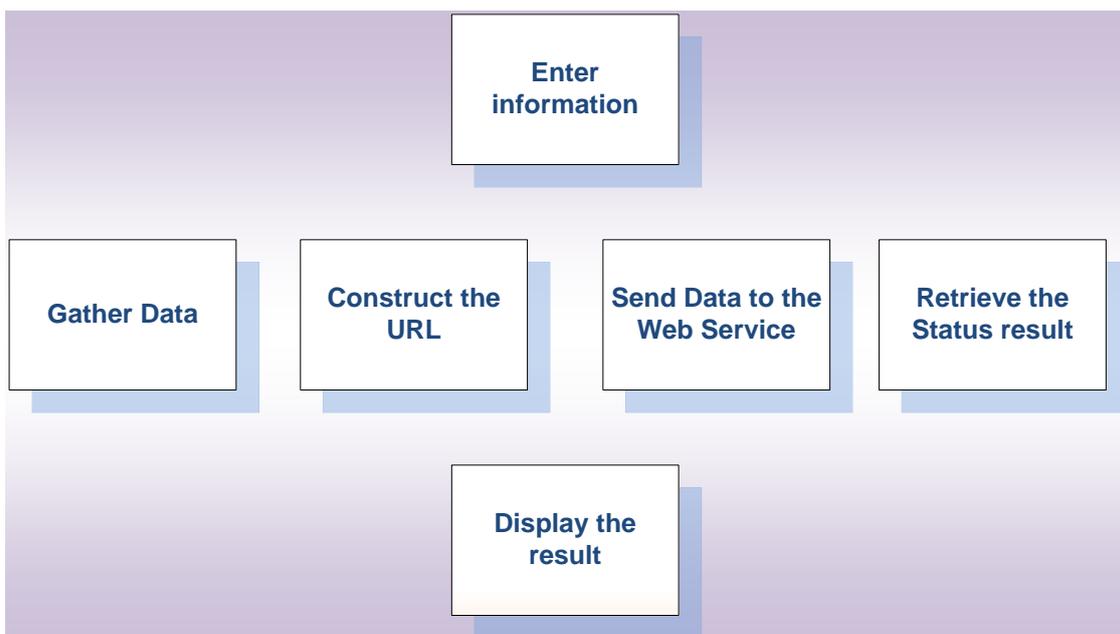
Organisations wanting to use the web service will need to build their own front-end system. This is the front-end programming interface needed to access the DBS web service. The purpose of the front-end system is to send individual information via the API and retrieve the Status result.

A front-end system can be a complex automated product capable of interacting with bespoke in-house business systems, or it can be achieved using a straightforward software application such as Microsoft Excel.

Your front-end system will need to:

- Gather the mandatory input data required to carry out a Status Check (this is the data relating to the individual's DBS Certificate requiring the Status Check).
- Send that data to the web service (via a URL).
- Retrieve the Status result from the web service and associate it with the relevant individual's DBS Certificate.

## Typical Multiple Status check front-end system functions



### 2.3 What are the inputs required to make a Multiple Status Check?

The information required to make a valid Multiple Status Check is the same as the information required to make a Single Status Check.

The data inputs are:

- The DBS Certificate reference number of the DBS Certificate being checked (Integer).
- The surname of the applicant as it appears on the DBS Certificate being checked (Text).
- The date of birth of the applicant as it appears on the DBS Certificate being checked (Date).
- The name of your organisation (Text).
- The name of the employee making the Status Check (Text).
- An indication that you have the Individual's consent to make the Status Check (True/False).

A front-end system must provide all of the above inputs (within the URL) or the Status Check will be rejected. If the data cannot be matched to the DBS certificate of an actual Update Service Individual then the Status check will be rejected.

### 2.4 What is the URL needed to call the web service?

The URL used to call the Web Service is:

<https://secure.crbonline.gov.uk/crsc/api/status/<disclosureref>?dateOfBirth=<DD/MM/YYYY>&surname=<text>&hasAgreedTermsAndConditions=true&organisationName=<text>&employeeSurname=<text>&employeeForename=<text>>

**Note:** The text variables within the URL (shown as <text> or DD/MM/YYYY) will need to be replaced with the input values (individual's name, date of birth, DBS Certificate number, employee surname and forename) entered into your front-end system.

A Multiple Status Check is many Single Status Checks happening in quick succession. Therefore each instance of a Status Check must call the URL independently. This can be done quickly by constructing a loop within your front-end system's coding. Your organisation's developers may also find it useful to replace the <text> components within the URL with predefined variables set to have a value of the required data inputs.

The '&hasAgreedTermsAndConditions' component within the URL must have a value of 'True'. This value represents whether or not the employer has the individual's consent to carry out the Status Check. A value of 'true' is the default position within the URL. However your organisation's developers may handle this element in different ways, for example, setting the variable to true only if there is a 'Y' in a 'consent received' column within your front-end system.

## 2.5 What might a front-end system look like?

There is no definitive model for a front-end system. Its look and feel will depend entirely on your organisation's business needs and design preference.

The example below shows what a simple front-end system could look like. In this example the front-end system uses Microsoft Excel as the host application.

The screenshot displays a web interface titled "Example System". It features a table with four columns: "Certificate Ref", "Applicant Surname", "Date of Birth", and "Status Result". The table contains 21 rows of data. To the right of the table are four buttons: "Make Status Check", "Clear Results", "Show New info only", and "Show All Rows". Below the table are two input fields: "Organisation Name" (containing "ACME Corporation") and "Employer Name" (containing "Lucas Webley").

Certificate Ref	Applicant Surname	Date of Birth	Status Result
1123564855	Smith1	01/01/1985	'BLANK_NO_NEW_INFO'
1123564856	Smith2	02/01/1985	'BLANK_NO_NEW_INFO'
1123564857	Smith3	03/01/1985	'BLANK_NO_NEW_INFO'
1123564858	Smith4	04/01/1985	'BLANK_NO_NEW_INFO'
1123564859	Smith5	05/01/1985	'BLANK_NO_NEW_INFO'
1123564860	Smith6	06/01/1985	'BLANK_NO_NEW_INFO'
1123564861	Smith7	07/01/1985	'BLANK_NO_NEW_INFO'
1123564862	Smith8	08/01/1985	'BLANK_NO_NEW_INFO'
1123564863	Smith9	09/01/1985	'BLANK_NO_NEW_INFO'
1123564864	Smith10	10/01/1985	'BLANK_NO_NEW_INFO'
1123564865	Smith11	11/01/1985	'NEW_INFO'
1123564866	Smith12	12/01/1985	'BLANK_NO_NEW_INFO'
1123564867	Smith13	13/01/1985	'BLANK_NO_NEW_INFO'
1123564868	Smith14	14/01/1985	'BLANK_NO_NEW_INFO'
1123564869	Smith15	15/01/1985	'NEW_INFO'
1123564870	Smith16	16/01/1985	'BLANK_NO_NEW_INFO'
1123564871	Smith17	17/01/1985	'BLANK_NO_NEW_INFO'
1123564872	Smith18	18/01/1985	'BLANK_NO_NEW_INFO'
1123564873	Smith19	19/01/1985	'BLANK_NO_NEW_INFO'
1123564874	Smith20	20/01/1985	'BLANK_NO_NEW_INFO'
1123564875	Smith21	21/01/1985	'BLANK_NO_NEW_INFO'

Organisation Name: ACME Corporation      Employer Name: Lucas Webley

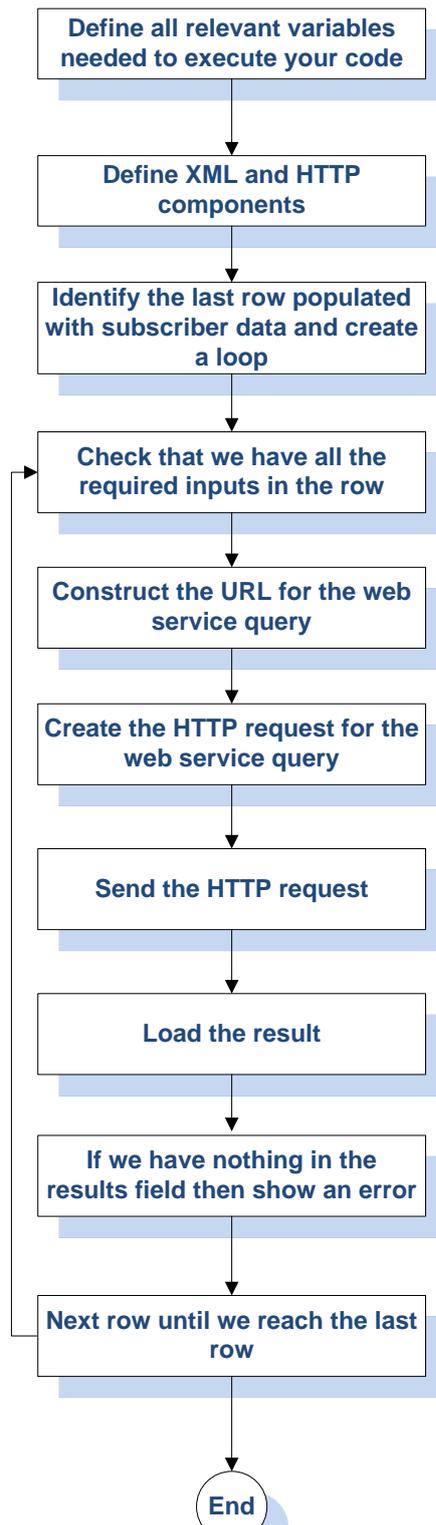
The input data used to construct the URL (mandatory information relating to the Individual's DBS Certificate) is captured in the first three columns of the table.

The required employer information (input data) is entered in the two fields situated below the main table. The indication of Individual's Page 86 handled within the URL by default.

The process for calling the URL is executed via a 'Make Status Check' button situated on the right of the main table. The 'Make Status Check' button, when selected, runs a Visual Basic for Applications (VBA) code routine. The code gathers the required inputs, constructs the URL, retrieves the Status result and populates the Status result field in column four.

## 2.6 How do you call the URL?

This can be done in a variety of ways. In our example the URL is called via a simple coded routine invoked by an on-screen button. When the button is selected, the coded routine follows the process below:



## 2.7 What will XML result returned from the web service result look like?

The XML for the Multiple Status check result is as below:

```
= <statusCheckResult>
  <statusCheckResultType />
  <status />
  <forename />
  <surname />
  <printDate class="sql-date" />
</statusCheckResult>
```

Therefore an example Multiple Status check result would look like:

```
= <statusCheckResult>
  <statusCheckResultType>SUCCESS</statusCheckResultType>
  <status>BLANK_NO_NEW_INFO</status>
  <forename>BILLY</forename>
  <surname>JONES</surname>
  <printDate class="sql-date">2013-06-10</printDate>
</statusCheckResult>
```

## 2.8 Things to remember

Things to remember when building your front-end system:

- Your organisation must develop and maintain its own front-end system.
- A front-end system can be as complex or as simple as your organisation wants it to be.
- The Update Service Multiple Status Check facility is accessed via a web service.
- The web service is the mechanism which exposes the back-end functionality of the Update Service to organisations.
- The web service is called via a URL.
- The URL is constructed using six mandatory inputs.
- The mandatory inputs represent the information relating to an individual's DBS Certificate, your organisation and confirmation of consent to carry out the Status Check.
- All of the required inputs must be included within the URL in order to make a valid Status Check.
- The DBS Certificate inputs must match against an individual with a valid subscription to the Update Service or it will be rejected.
- A Multiple Status Check is really lots of single Status Checks happening in quick succession. Your front-end system must provide for this.

## 3.0 Glossary of Terms

Abbreviation / Term	Description / Definition
API	Application Programming Interface.
Application form reference	The number printed on the top right of the application form under the DBS logo, or the e-reference that may be supplied by the organisation who submitted an online DBS application.
Code/Coding	Programming language.
DBS	Disclosure and Barring Service
DBS Certificate	The Certificate produced by the DBS that is sometimes referred to as a Criminal Record Check.
DBS Certificate reference number	The unique reference number printed on a DBS certificate
Front-end system	The front-end programming interface (your organisation's system) set up to provide access to another system (DBS system).
HTTP	Hypertext Transfer Protocol. HTTP is the data transfer protocol used on the 'World Wide Web'.
Individual	The individual who has subscribed to the Update Service.
Inputs	The variables relating to individual and organisational information needed to construct the URL required to carry out a Status Check.
Integer	A whole number.
Multiple Status Check	Multiple Status Check requests which are submitted at the same time by an individual or organisation using the Multiple Status Check web service.
Status Check	An activity whereby an organisation or an individual makes an online check to see if the information on a DBS certificate is up to date.
Status result	The outcome of the Status Check of a DBS Certificate.
Restful Web	The web service used by the DBS to facilitate the Multiple Status Check.
URL	An acronym for Uniform Resource Locator. A URL relates to a reference (an address) to a resource or web page on the internet.

Update Service Multiple Status Check facility	The service provided by the DBS to enable organisations to carry out Multiple Status Checks at the same time.
VBA	Visual Basic for Applications - a programming language used with Microsoft Applications.
Valid subscription	A subscription to the Update Service that is live at the time a Status Check is made.
Volunteer	A person engaged in an activity which involves spending time, unpaid (except for travel and other approved out-of-pocket expenses), doing something which aims to benefit some third party other than or in addition to a close relative.
Web service	An application programming interface (API) or Web API that is accessed via Hypertext Transfer Protocol (HTTP).

**Who are you****Your ref no: AFQXPOFS**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**I am delighted to learn about the proposed policy change which will raise standards. I wish to suggest;**

- 2 MOT a year.**
- Door sign; 'Insurance Invalid unless pre booked' or something similar in words.**
- Safeguarding Training**

**Appendix A – Driver licence conditions**

Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**An English test**

**Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**May I suggest 2 MOT a year?**

**I know PHV / HCV do up to 50,000 mile a year. Two mot will ensure the vehicle is fit for purpose.**

### **Appendix C – Operator Conditions**

#### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Operators must ensure that their cabs remain within SCDC and not work largely in Cambridge City. Also, take more responsibility for their drivers and not encourage PHV to take work from streets of Cambridge.**

### **Appendix D – Vehicle plate exemptions policy**

#### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**From new - no longer than 4 years.  
Once registered, limit to maximum 8/9 years.**

## Appendix E – Convictions policy

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any drivers with previous conviction like abh, gbh etc must not be permitted do drive a cab.  
Any drivers from abroad who's past history can not be checked must not have a license.  
Enhanced DBS check.**

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**HCV must have a livery. Different eliminated lights and must say SCDC taxi.  
PHV must have screwed plate.  
Both to have cctv.**

## Appendix G – Penalty point policy

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

9 points must be seen as unfit

## Appendix H - DBS Multiple Status Check Facility

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Cambridge City licensing is a good example of rigours licensing condition and I am happy to see both are coming together concerning safety.**

**Any other comments**

**Your ref no: AFQXPOFS**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: **AFQXPOFS**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: **BVLMPVTU**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[REDACTED]

House number

[REDACTED]

First line of address

[REDACTED]

Postcode

[REDACTED]

Email

[REDACTED]

Contact number

07843606279

Please choose one of the following:

Resident

Business

Licensed taxi driver (private hire  
or Hackney Carriage)

Licensed operator

Licensed vehicle owner

Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **2**

Please add your comments here:

**Your proposals will not make a scrap of difference to public safety if the likes of Uber continue to flood the city with vehicles and drivers from outside operating under a totally different set of regulations.**

Please add your comments here:

**The number one way to vastly improve public safety is to improve the standard of driving. Year after year I have seen an ever increasing amount of near misses and frankly dangerous manoeuvres taking place by both hackney carriages and private hire vehicles. I find it hard to believe that some of them even managed to pass a driving test. Perhaps time would be better spent doing spot checks. (especially at night when a lot of private hire cars think they are hacks).**

## Appendix A – Driver licence conditions

### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## Appendix B – Vehicle Licence conditions

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **3**

Please add your comments here:

**Permantly fixed door signs are not a good idea, especially for those of us who use the vehicles privately, and also for executive work where customers require signs to be removed.**

Please add your comments here:

**Why is it necessary to carry first aid kit and fire extinguisher? Companies and industry country-wide require specialist training to be authorised to use such equipment.**

Please add your comments here:

**fitting of cctv costly and involves even more red tape. This will be unaffordable to many, especially in the current market conditions.**

## Appendix C – Operator Conditions

Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix D – Vehicle plate exemptions policy**

Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix E – Convictions policy**

Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix F – Taxi Byelaws**

Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: BVLMPVTU**

If you have any other comments on the policy, please leave them below:

**All this extra burden is a step too far,  
especially with the flood of vehicles  
coming in which are licensed  
elsewhere and have virtually no  
knowledge of the local area  
whatsoever.**

## Declaration

Your ref no: BVLMPVTU

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



**Who are you**

**Your ref no: BWYNWGPPB**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **BWYNWGPB**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**The new policy is a great step forward.**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Permanent door signs should also  
have NOT INSURED IF NOT  
PREBOOKED**

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Should return to their licensed area  
once a job is completed**

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**    **Your ref no: BWYNWGPB**

If you have any other comments on the policy, please leave them below:

**I think SCDC is making the right moves to bring the trade up to standards of other industries , it is more important for the licensed trade to be highly regulated as it solely involves the transportation of the public. As it stands when drivers are poorly trained and easily licensed they have nothing to lose.**

## Declaration

Your ref no: **BWYNWGPB**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: **DDOUBQ GK**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **DDOUBQGK**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **5/10 overall**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **Great overall**

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**      **Your ref no: DDOUBQGK**

If you have any other comments on the policy, please leave them below:

**CCTV in all the cars would be great as long as you don't impose to buy from a specific store or brand.**

**Knowledge test would refer to what exactly?**

**A south camb badge covers a huge amount of villages and therefore streets and different venues.**

## Declaration

Your ref no: **DDOUBQGK**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on   
this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: **DOXRQYWI**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **3**

Please add your comments here:

**-A new Hackney Carriage policy so all vehicles are wheelchair accessible  
Making all fleet disable accessible will put off elderly people taking hackney carriages. It is very difficult for them to get in and out of big vehicles. They prefer saloon cars.**

**I also like to say that your changes are not very clear for existing licensed hackney carriages. What will happen to them? There are around 50 licensed recently hackney carriages now. I also recently licensed a car as Hackney carriage. If you force me to replace it with a disable accessible vehicle cause a financial loses. It also sounds like kind of con and I would legally challenge your decision.**

Please add your comments here:

**-Introduction of CCTV in all licensed vehicles  
There are 2 issues with this proposal.**

first is its cost. At the moment this country in an economic slowdown. As a taxi driver, I just make my living. This another unnecessary proposal which will cost to taxi drivers.

The second issue is privacy I do not want my private conversation being recorded and also passengers conversation will be recorded during their journey. I do not think there is a reason for authorities holding too many private conversations.

Please add your comments here:

-A new knowledge test for all applicants and existing drivers  
What is the point to make getting a driver and vehicle licence more difficult at the moment? I don't know who is proposing this but whoever doesn't know anything about taxi-private hire industry in Cambridge. At the moment one of Private Hire operator(Camcab) having licensed their new cars and new drivers in Wolverhampton. Because it is easier, quicker and cheaper. Their drivers work and live in Cambridge or South Cambridgeshire, advertising a Cambridge number on their vehicles for taking bookings. They are 24 hours in Cambridge and South Cambridgeshire and South Cambridgeshire and Cambridge City licensing officers taking no action. So under these circumstances what is the point to getting driver license more

difficult. More new applicants will go out to different local councils to get their license and will still work in Cambridge and South Cambridgeshire.

Also, what is the point of asking to take a knowledge test to a driver who has been working in and around of South Cambridgeshire in many years? I can see only one reason generating some cash for who(either SCSC or a private company) runs the test.

## **Appendix A – Driver licence conditions**

### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to **1**

make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix D – Vehicle plate exemptions policy**

#### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix E – Convictions policy**

#### Appendix E – Convictions policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix F – Taxi Byelaws**

#### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix G – Penalty point policy**

Appendix G – Penalty point policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Appendix H - DBS Multiple Status Check Facility**

Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: DOXRQYWI**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: **DOXRQYWI**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: **EEOSTGPM**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

[Redacted]

First line of address

Postcode

[Redacted]

Email

[Redacted]

Contact number

[Redacted]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **EEOSTGPM**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **no**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **yes**

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **yes**

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **no**

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **yes**

## Appendix E – Convictions policy

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **yes**

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **no**

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **yes**

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **yes**

**Any other comments**

**Your ref no: EEOSTGPM**

If you have any other comments on the policy, please leave them below:

**no need for current drivers to do a  
knowledge test.**

## Declaration

Your ref no: **EEOSTGPM**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on



this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: FCMKKFGD

Please read the [taxi license webpage](#) if you require any further information.

Full name

[REDACTED]

House number

[REDACTED]

First line of address

[REDACTED]

Postcode

[REDACTED]

Email

[REDACTED]

Contact number

[REDACTED]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: FCMKKFGD

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **no comment**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **no comment**

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **if all vehicles have to be wheelchair accessible the council should provide with some kind of benefit as a**

weelchair accesible car can cost more than £30000.

With the ammount of taxi present in cambridge it is becoming impossible to make a leving. A taxi driver to make a decent wage need to work at least 50 to 70 hrs a week. While office job are 36hrs. And with 36 hrs those people make a 40% more money then a taxi driver working 50 to 70 hrs

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

Operetor should charge less money as i think they are taking most of the money. If a taxi driver works 36 hrs and get charged weekly by the company 120 £ to 140£ he will hardly break even. A regulation for how much a operetor charge the driver should be put in place.

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

the taxi already plated should be exempt.

## Appendix E – Convictions policy

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **all check should be made**

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **south camb has two layby. while Cambridge many more and they are adding always more rediusing space for PH to pick up coustumer. This must be address.**

## Appendix G – Penalty point policy

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **no comment**

## Appendix H - DBS Multiple Status Check Facility

Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **no comment**

**Any other comments**

**Your ref no: FCMKKFGD**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: FCMKKFGD

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: FZDVWFDW

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

**Your views**

**Your ref no: FZDVWFDW**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **5**

Please add your comments here:

**Agree with a more stringent policy for new drivers.**

Please add your comments here:

**Have no problem with CCTV in the vehicles, hopefully clients would not have a problem with the introduction.**

Please add your comments here:

**I think a knowledge test for new drivers would work, I think it would be totally pointless for those guy's whom have been driving in the area for over ten years.**

**If they don't know their way around in that time, they should give up ?**

Please add your comments here:

**Medical examinations for me is fine, would have no problem with every two years say ?**

Please add your comments here:

**Agree with a barring process, very good practice.**

## **Appendix A – Driver licence conditions**

### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**As above, I think a knowledge test for new drivers would possibly work. Those experienced drivers would see it as non essential.**

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Happy with the set up.**

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Happy with the set up.**

## **Appendix D – Vehicle plate exemptions policy**

Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**This is absolutely essential for the chauffeur companies out there, to distinguish between a taxi and a chauffeur driven executive vehicle.**

**Appendix E – Convictions policy**

Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Agree with new stringent policy.**

**Appendix F – Taxi Byelaws**

Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Appendix G – Penalty point policy**

Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from **1**

the drop down menu:

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: FZDVWFDW**

If you have any other comments on the policy, please leave them below:

**It is becoming more and more difficult  
introducing new drivers.**

**We do not want to hinder good honest  
applicants.**

## Declaration

Your ref no: FZDVWFDW

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: **GLAMWUXL**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Appendix A – Driver licence conditions**

Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Appendix B – Vehicle Licence conditions**

Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**As for putting CCTV cameras in all vehicles, it is not needed, most Private hire journeys are pre-booked, by people or companies. Most company representative do not want recording made by a third parties. they may wish to do work, some of which will be confidential, so do not wish it to be recorded in any way. In taxi's that may be a different issue, where customers are picked up from the kerbside.**

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**If you require an operator to choose between the services it provides, it will always choose that, that makes it most money. So if you prohibit operators that currently do corporate work, from doing local work. There will be no operators doing local work, because this only makes up about 10-15% of income. So rural communities, with limited or no public transport, will lose**

out. They will have no option, not to travel or to encourage Drink/Driving. This would do great harm to rural areas.

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**The current DBS system works fine, no  
changes are required.**

**Any other comments**

**Your ref no: GLAMWUXL**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: **GLAMWUXL**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: **HGVIJOFS**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **HGVIJOFS**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: HGVIJOFS**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: **HGVIJOFS**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on



this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: HUUVSPVL

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: HUUVPVL

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

Hi I think personally that's not a right way deal and change the policy they should have these policies for the new drivers and if a car is plated so hard to sell old car and buy new one e7 for the plate that's don't accept specially my car is on 5 year finance

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

Hi I think personally that's not a right way deal and change the policy they should have these policies for the new drivers and if a car is plated so hard to sell old car and buy new one e7 for the plate that's don't accept specially my car is on 5 year finance

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## Appendix G – Penalty point policy

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## Appendix H - DBS Multiple Status Check Facility

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Any other comments**

**Your ref no: HUUVSPVL**

If you have any other comments on the policy, please leave them below:

**Hi I think personally that's not a right way deal and change the policy they should have these policies for the new drivers and if a car is plated so hard to sell old car and buy new one e7 for the plate that's don't accept specially my car is on 5 year finance thanksgiving**

## Declaration

Your ref no: HUUVSPVL

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  
this form is accurate



I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: JBUXGXIM

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

[Redacted]

First line of address

[Redacted]

Postcode

[Redacted]

Email

[Redacted]

Contact number

[Redacted]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: JBUXGXIM

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Do not agree with all the proposals**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **3**

Please add your comments here:

**Agree with a more stringent convictions policy**

Please add your comments here:

**Do not agree if you want to increase when a medical is due.**

Please add your comments here:

**Totally agree with a new Disclosure and Barring process you should be informed immediately of any convictions.**

## Appendix B – Vehicle Licence conditions

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Do not agree that all vehicles need to be wheelchair accessible, has there been a survey done to see if this is needed ? What is the percentage of wheelchair users to non wheelchair users?**

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 2

Please add your comments here:

**Do not agree with cctv in all vehicles, we are watched enough, without getting into a taxi to be watched or recorded conversation.**

Please add your comments here:

**New knowledge test for new drivers, but not existing, if you all ready have a licence and have been working, why do you need to be tested again.**

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to 1

make by selecting the appropriate number from the drop down menu:

Please add your comments here:

### **Appendix E – Convictions policy**

#### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### **Appendix F – Taxi Byelaws**

#### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### **Appendix G – Penalty point policy**

#### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### **Appendix H - DBS Multiple Status Check Facility**

Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: JBUXGXIM**

If you have any other comments on the policy, please leave them below:

**Is this in line with Cambridge city  
council policies, as south cambs plates  
work in the city.**

## Declaration

Your ref no: JBUXGXIM

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: **LEKKTMQS**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

If other, please indicate below:

employee at a licenced operator

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**There should be a separate, more difficult, knowledge test for Hackney Carriage applicants as Private Hire work is pre-booked and the route can be checked in advance of the journey required.**

**Appendix A – Driver licence conditions**

Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Appendix B – Vehicle Licence conditions**

Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from **1**

the drop down menu:

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix G – Penalty point policy**

#### Appendix G – Penalty point policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix H - DBS Multiple Status Check Facility**

#### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: LEKKTMQS**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: LEKKTMQS

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: MKVCQFMQ

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: MKVCQFMQ

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: MKVCQFMQ**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: MKVCQFMQ

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

**Who are you**

**Your ref no: MYJWGFKH**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

[Redacted]

First line of address

[Redacted]

Postcode

[Redacted]

Email

[Redacted]

Contact number

[Redacted]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: MYJWGFKH

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**For many years SCDC was an em easy option to obtain a license and work in Cambridgs. This easy route must never be an option and public safety must never be compromised. Therefor, I am really pleased to learn SCDC are taking public safety seriously.**

**I hope all new proposals become policy. I would further suggest for a Safeguarding tranning like Cambridge have introduced. Also, livery, a door sign on PHV that will state 'INSURANCE INVALID UNLESS PREBOOKED'**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from **1**

the drop down menu:

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**I would suggest for an enhanced DBS  
check which is a necessary measure to  
protect the public.**

**Any other comments**

**Your ref no: MYJWGFKH**

If you have any other comments on the policy, please leave them below:

**Taxis (PHV/HCV) on average do about  
40/50 thousand miles a year, therefore,  
I will suggest 2 MOT a year. This is a  
necessary measure in my view.**

## Declaration

Your ref no: **MYJWGFKH**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: **MYSGMXXN**

Full name

[REDACTED]

House number

[REDACTED]

First line of address

[REDACTED]

Postcode

[REDACTED]

Email

[REDACTED]

Contact number

[REDACTED]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **MYSGMXXN**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**In reference to CCTV installations. It would be better if the system was accessible (read only if required) by the operator to resolve internal complaints or disputes from passengers or provide driver training opportunities . This would enable the operator to get added value out of the investment in the CCTV.**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix B – Vehicle Licence conditions

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

### **Appendix C – Operator Conditions**

#### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

### **Appendix D – Vehicle plate exemptions policy**

#### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Would the council consider making plate exempt vehicles exempt from the CCTV requirements on the grounds that the stated reasons for the CCTV is unlikely in a chauffeur vehicle. Additionally many passengers would feel uncomfortable being recorded.**

### **Appendix E – Convictions policy**

#### Appendix E – Convictions policy

Choose the amount of comments you wish to 1

make by selecting the appropriate number from the drop down menu:

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Can you please clarify what you refer to as the 'operator' here please? Is it the vehicle licence owner or the PH operator? If it is the latter will grading be allowed for operators with larger fleets? It will be much more difficult to be responsible for say 2-300 owner driven vehicles than one single operator/driver.**

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to 1

make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: MYSGMXXN**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: **MYSGMXXN**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on   
this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: **NALQLPEB**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **NALQLPEB**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**If the existing private hire licence holder has to undertake knowledge test what kind of test are we talking. Is it topographical or the driver has to demonstrate local knowledge. Personally I am against any such test for the existing private hire badge holders.**

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix F – Taxi Byelaws**

Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Appendix G – Penalty point policy**

Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Appendix H - DBS Multiple Status Check Facility**

Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: NALQLPEB**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: **NALQLPEB**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on   
this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: **NCRGPD LZ**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

I spent too much money on my car now by changing the law i have to change more things in my taxi and on top of that too much headache. And it should be just for new driver which make sense

**Appendix A – Driver licence conditions**

Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix B – Vehicle Licence conditions**

Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from 1

the drop down menu:

Please add your comments here:

### **Appendix C – Operator Conditions**

#### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### **Appendix D – Vehicle plate exemptions policy**

#### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### **Appendix E – Convictions policy**

#### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### **Appendix F – Taxi Byelaws**

#### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to 1  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix G – Penalty point policy**

#### Appendix G – Penalty point policy

Choose the amount of comments you wish to 1  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix H - DBS Multiple Status Check Facility**

#### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to 1  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: NCRGPDZ**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: NCRGPDZ

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: **ODICOHVK**

Please read the [taxi license webpage](#) if you require any further information.

Full name	<b>Gamlingay Parish Council</b>
House number	<b>The Eco Hub</b>
First line of address	<b>Stocks Lane</b>
Postcode	<b>SG19 3JR</b>
Email	<b>clerk@gamlingay-pc.gov.uk</b>
Contact number	<b>01767 650310</b>
Please choose one of the following:	<input type="radio"/> <b>Resident</b>
	<input type="radio"/> <b>Business</b>
	<input type="radio"/> <b>Licensed taxi driver (private hire or Hackney Carriage)</b>
	<input type="radio"/> <b>Licensed operator</b>
	<input type="radio"/> <b>Licensed vehicle owner</b>
	<input checked="" type="radio"/> <b>Other (Please give details)</b>
If other, please indicate below:	<b>Parish Council</b>

Your views

Your ref no: ODICOHVK

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

#### **Taxi consultation Licencing Policy and Conditions**

**Gamlingay Parish Council supports initiatives to enhance the safety and comfort of both passengers and drivers. SCDC states that it “understands the responsibility it has in ensuring that licensed vehicles in the district are safe, comfortable, properly insured and available where and when required”, and that in formulating this policy “consideration has been given to local circumstances and requirements.” However, we consider that some of the proposals in SCDC’s draft policy do not fulfil the statements in bold above.**

### Appendix A – Driver licence conditions

Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**2. 2.30 All vehicles must be fitted with approved CCTV system no later than 31 March 2020. Drivers, proprietors and operators must notify the council prior to installation. They must be registered with the ICO (Information Commissioners Office) and comply with all aspects of data protection and CCTV codes of practice, including clear signage that the vehicle uses CCTV. Council can see the merit of installing CCTV in taxis, but do not feel this is necessary in Private Hire vehicles. The cost of installation as**

well as the necessity for complying with data protection etc will have a considerable impact on operators. In addition, if a vehicle has an exemption certificate for executive travel, passengers will be unlikely to welcome the intrusion of CCTV cameras and signage in the vehicle.

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu:

1

Please add your comments here:

**2.56 - Vehicles which have been issued with an exemption certificate must not be used for general daily private hire work. There are very few local operators in this rural area and poor public transport, so this Council considers that transport options for local people should be protected. Under the proposed policy, Operators who currently generate most of their income doing executive travel would have to cease supplementing this business by doing local general daily private hire journeys. This would have an adverse impact on both these small local Private Hire businesses and on local people, who would struggle to find alternative transport in this rural area.**

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## Any other comments

Your ref no: ODICOHVK

If you have any other comments on the policy, please leave them below:

### **Taxi consultation Licencing Policy and Conditions**

**Gamlingay Parish Council supports initiatives to enhance the safety and comfort of both passengers and drivers. SCDC states that it “understands the responsibility it has in ensuring that licensed vehicles in the district are safe, comfortable, properly insured and available where and when required”, and that in formulating this policy “consideration has been given to local circumstances and requirements.” However, we consider that some of the proposals in SCDC’s draft policy do not fulfil the statements in bold above.**

## Declaration

Your ref no: ODICOHVK

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: OMMBSIFY

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **OMMBSIFY**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**I'm brahim lakri of 31 Nicholson way  
Cambridge benn in trade for more  
than 2 years don't agree with changes  
of the vehicle to wheelchairs accesible  
as some of the customers cannot get  
tin higher vehicle.  
New knowledge test, DDB ,Medical  
examination and wheelchair  
accessible vehicle should apply to new  
drivers**

**Many thanks**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: OMMBSIFY**

If you have any other comments on the policy, please leave them below:

**I'm brahim lakri of 31 Nicholson way  
Cambridge benn in trade for more  
than 2 years don't agree with changes  
of the vehicle to wheelchairs accesible  
as some of the customers cannot get in  
higher vehicle**

**New knowledge test, dbs, medical  
examination and wheelchair  
accessible vehicle should apply to new  
drivers**

**Many thanks**

## Declaration

Your ref no: OMMBSIFY

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on   
this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: PNKEAOYL

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: PNKEAOYL

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

Hello Resource Team in reply to your resent Letter dated 30/10/17 proposed new Licensing for private hire/Taxis. Firstly I received 3 copies of this letter(not very resourceful). Am I right in understanding that you intend to make my self (existing drivers & operators) take a knowledge test that have been operating under South cambs Licensing for more than 20 years. If i have read this wrong please could you make it clearer to me as I'm somewhat confused by some of the content of this letter. regards Malcolm Bonnett.

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to 1

make by selecting the appropriate number from the drop down menu:

Please add your comments here:

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix E – Convictions policy**

Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Appendix F – Taxi Byelaws**

Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Appendix G – Penalty point policy**

Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Appendix H - DBS Multiple Status Check Facility**

Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

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**Any other comments**

**Your ref no: PNKEAOYL**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: PNKEAOYL

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on

this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: **QCAEMPUJ**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

[Redacted]

First line of address

[Redacted]

Postcode

[Redacted]

Email

[Redacted]

Contact number

[Redacted]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: QCAEMPUJ

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**I'm very disappointed in this consultation because it doesn't address, or even mention, the need to reduce air pollution in Cambridge, of which taxis are a major cause.**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Diesel taxis need to be phased out in Cambridge due to the significant negative impact they make on air quality. We know that Cambridge breaches air quality limits and the continual circulation of diesel taxis round the city centre is one of the major causes of the problem. Yet this issue is not addressed in your consultation.**

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from 1

the drop down menu:

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: QCAEMPUJ**

If you have any other comments on the policy, please leave them below:

**Please move your policies in line with other cities, like London and Oxford, so that Diesel engined vehicles can be restricted on our streets.**

**Currently residents of central Cambridge are needlessly breathing excessive diesel fumes, given that plenty of alternative hybrid and electric vehicles are available for use as taxis.**

## Declaration

Your ref no: QCAEMPUJ

Review the information you have supplied

Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on   
this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

**Who are you**

**Your ref no: QCYHFPKA**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

Your views

Your ref no: QCYHFPKA

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**In this day and age, the current two-tier system of hackney carriages and private hire is nonsensical. In the age of mobile phones, the difference between hailing a passing vehicle and calling for one from a phone is an irrelevance. Technology has removed the need for taximeters (GPS and smartphones instead). Within 5 to 10 years, driverless cars are going to be safer than human-driven ones. In the meantime, the gig economy has drastically changed the job profile. It's time for a total rethink of the whole taxi system.**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Society has moved away from people having one job for long periods, into multiple-part-time work, and the 'gig economy' Driver licensing needs to be much more lightweight and responsive to cope with this. Within a few years, driverless cars are going to do away with most human driving jobs.**

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**The need for taximeters is removed by the availability of GPS and apps on smartphones. Within a few years, driverless cars are going to be safer than human-driven ones, so you need to be planning now for that transition.**

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**You must be flexible to cope with new operators coming into the market introducing driverless cars, which will soon be safer and more reliable than human-driven vehicles.**

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **No comment.**

## Appendix E – Convictions policy

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **No comment.**

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **These byelaws need drastic pruning to cope with current and future technology rather than previous centuries 'carriage' concepts. Taximeters can be replaced by smartphone apps with GPS. Driverless vehicles will come in many shapes and sizes unlike current cars.**

## Appendix G – Penalty point policy

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **No comment.**

## Appendix H - DBS Multiple Status Check Facility

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **No comment.**

**Any other comments**

**Your ref no: QCYHFPKA**

If you have any other comments on the policy, please leave them below:

**1) It's no use doing minor tweaks to ancient regulations - new technologies and working practices mean that a total rethink is needed.**

**2) Unify South Cambs and Cambridge city practices, and simplify and unify the hackney and private fleet regulations.**

**3) Enforce free access by all hire vehicles to the main start and end hire locations, particularly the main railway station. It's insane that one has to wait sometimes 20 minutes at the station rank for an approved hackney to turn up, when there are multiple cabs arriving to deliver passengers and then depart empty because they do not have some special approval to pick up there.**

## Declaration

Your ref no: QCYHFPKA

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on

this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: QPUZRCUW

Please read the [taxi license webpage](#) if you require any further information.

Full name

[REDACTED]

House number

First line of address

[REDACTED]

Postcode

[REDACTED]

Email

[REDACTED]

Contact number

[REDACTED]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: QPUZRCUW

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**I find the changes of the vehicle to wheelchair accessible is quite strict as some drivers, including myself, have invested in buying other car types and making them suitable for the hackney licensing and you find that some customers cannot get in higher vehicles.**

**Also, new knowledge test, DBS, medical examination should only apply to new drivers only as most of us, current drivers, have taken the knowledge test and provided the rest of documents already.**

Kind regards

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from **1**

the drop down menu:

Please add your comments here:

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Any other comments**

**Your ref no: QPUZRCUW**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: QPUZRCUW

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on



this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: **REUCRHLA**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

[Redacted]

First line of address

[Redacted]

Postcode

[Redacted]

Email

[Redacted]

Contact number

[Redacted]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **REUCRHLA**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **2**

Please add your comments here:

**Your letter dated 30/10/2017 written to the drivers is clearly showing in the subject, Ref: Proposed introduction of knowledge test for new driver's application. A new knowledge test for the existing drivers is not fair under the principal of legitimate expectation. Please let the existing drivers to continue, however you can start knowledge test for new drivers.**

Please add your comments here:

**the current policy for medical examination for the drivers is already good and it appears no reasons to change.**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from **1**

the drop down menu:

Please add your comments here:

**this is completely wrong policy that all hackney carriage vehicles should be wheelchair accessible. There is less than 1% customers who require wheelchair access.**

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**introduction of CCTV is good for security reasons both for the public and drivers.**

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## Appendix E – Convictions policy

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**new conviction policy is good to improve the standard of the service.**

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## Appendix G – Penalty point policy

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## Appendix H - DBS Multiple Status Check Facility

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to 1

make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: REUCRHLA**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: REUCRHLA

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



**Who are you**

**Your ref no: RLDMFSJI**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

**Panther Taxis**

First line of address

**The Warehouse, Convent Drive,**

**Waterbeach**

Postcode

**CB25 9QT**

Email

[Redacted]

Contact number

**01223715715**

Please choose one of the following:

- Resident**
- Business**
- Licensed taxi driver (private hire or Hackney Carriage)**
- Licensed operator**
- Licensed vehicle owner**
- Other (Please give details)**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**1.26 We do not agree that a taxi meter (where fitted) should be used by a PHV at all times. By nature of the geographical area that is covered by SCDC the distances for a driver to reach a pick up point can be significant and then the destination may not be far, for example if a customer requests a booking from say Caxton to Morrisons in Cambourne the metered fare for the 2.5 mile journey would be around £7.00, but the driver may indeed have to travel from example Madingley which would involve an eight mile drive to the pick up point, making the total driven distance (not to mention the distance back to an area where he is likely to get another booking) of over 10.5 miles, after running costs are taken into account potentially a driver would earn less than £4.50 for his time, well below minimum wage. In effect by**

introducing this drivers will refuse to undertake bookings of this nature as it will not be cost effective for them and ultimately customers will not be able to access a taxi service at all. We believe that a customer should be given a fixed price cost upon placing the booking and then they are free to make the decision if they wish to proceed with a booking or not.

2.19 For almost all drivers, their PHV also serves as their private vehicle for them and their families, by having permanently fixed signage they will always be seen as 'working', similarly if Tesco's demanded that staff who worked for them wear company uniform all of the time when they were not working; or would a SCDC employee who uses their vehicle for travelling to and from work (or indeed work related travel) want an SCDC crest affixed to the doors permanently? Many drivers are part-time and supplement their main income by driving at weekends, again they would be forced to use a vehicle for their daily activities with adhesive signage affixed 24/7. From our own experience of adhesive vehicle signage, when left on a vehicle for a period they cause damage to the vehicles paintwork, which then adversely effects the residual value of the vehicle significantly. Furthermore, PHV's are often targeted by thieves when left unattended, by requiring

signage affixed to a vehicle, you are making them easier to identify to criminals. We believe that this signage should be magnetic, either as part of the Operators signage or separate.

2.21 We do not believe all HCV's should be wheelchair accessible, many customers of ours currently request Saloon vehicles as they have difficulty getting into these vehicles (even with a step), elderly customers particularly find it hard, especially when alighting from the vehicle. Other than London style Black Taxis, all other WAV's currently sold in a Hackney specification are in effect converted vans, these vehicles are not suited to country roads of which the majority of SCDC is served by. We believe that rear loading vehicles should be permitted as HCV's, only rear loading vehicles have a fixed ramp and often have winches that can assist the driver in safely manoeuvring customer into and out of the vehicle, especially those who are bariatric. Furthermore, the cost of WAV's is significantly higher than a standard rear loading vehicle, if SCDC want to promote accessibility to those with disabilities then allowing a more cost effective solution to encourage drivers to indeed consider a WAV must be a priority.

2.22 The vehicle age limits should remain as they currently are for

vehicles being licenced for the first time, the cost difference between a four year old vehicle compared to one that is five years old is significant. Furthermore, if exceptions are being placed on Executive vehicle then their age at first licence should be comparable to all other licenced vehicles. If there is to be any changes to age limits on first licence, it should relate to ULEV's which should be permitted to be first licensed up to six years old to encourage driver uptake and the Councils green credentials.

2.27 If CCTV is to become mandatory from March 2020, the Council must take the responsibility to be ICO registered rather than the Operator or vehicle proprietor, access to the CCTV should only be possible by SCDC or the Police, if the driver cannot access the footage then he is not required to register with the ICO, it is only those who can access the footage who are required to register. It is unacceptable to include requirements for the installation when currently there is no SCDC policy on specification of the required CCTV system. This subject in our opinion requires further details consultation.

2.41 Panther Taxis are the only operator locally who provide a pre-booking service for wheelchair users, we discount the charges levied to drivers so as to fulfil our

responsibilities.

2.43 – please see answer at 2.21

2.53 & .55 We do not believe that any vehicle should be excluded from having to display a taxi licence affixed to the rear of the vehicle. Members of the public and other road users should have a clear identifier that a vehicle is licenced and by whom.

We have many vehicles and drivers on our fleet which fall within the executive bracket who to maximise their earning potential, carry out executive work alongside 'regular' PHV work, those drivers are expected to have the licence fixed to the vehicle, but will at times remove the 'Panther' signs from the side so as to meet the customers' expectations, these drivers will be financially penalised as they will not be (and nor will we) in a position to compete with Operators who solely provide an executive service. This proposal penalises drivers as it restricts the work they are permitted to undertake.

2.56 – as per 2.55

2.63 We understand that there must be a clear and unobstructed path to a customer who has cause to complain. However, with regard to internal signage we request that consideration be given to whose contact details be given for such complaints. We

respectfully request that further consultation be made with all stakeholders in order to get clarity on an effective process for the handling of complaints.

3.33 Consideration should be given to alternative (online) methods to check the DVLA driving records, rather than just checking at licence renewal and then no further checks being carried out for the duration of the licence issued. There are services available that will automatically flag up any new convictions to organisations who subscribe to these services.

4.31 It should be the responsibility of the licensing authority to provide adequate training to drivers who have a WAV or indeed not licence a driver to drive such a vehicle without having undertaken an approved training course.

## Appendix A – Driver licence conditions

### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu:

1

Please add your comments here:

12.g To best of our knowledge there is no mechanism within the Update service to 'nominate' a council to receive updates. We are in favour of signing drivers to update but are not

sure such a nomination facility exists –  
needs investigation.

## Appendix B – Vehicle Licence conditions

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **1.e – as per 2.22**

**1.h – as per 2.21**

**6.d – as per 2.19**

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **3.1 As per 2.55**

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **g. Some vehicles on our fleet work as executive vehicles and 'normal' PHV, these are fitted with taximeters and**

should be allowed to continue in that fashion.

n. As per 2.55

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **3**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

Please add your comments here:

Please add your comments here:

**Any other comments**

**Your ref no: RLDMFSJI**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: RLDMFSJI

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on



this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: **RNXEZTYH**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **RNXEZTYH**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Door stickers on private hire vehicles  
to be permanently affixed please**

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: RNXEZTYH**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: **RNXEZTYH**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on



this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: RRQHXBVY

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: RRQHXBVY

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **2**

Please add your comments here:

**I agree with the DVSA Approved test for new drivers and the additional 5 year rule for the current licensed drivers**

Please add your comments here:

**I operate a chauffeur business and all my bookings are made in advance, i think the Knowledge test isnt applicable for my line of Private hire as all my journeys are preplanned and booked. I agree for Hackneys as there service is differet to ours.**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## Appendix B – Vehicle Licence conditions

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**I preferred the original round badge inside the front windscreen displaying an exempt vehicle, my vehicles have tinted windows and displaying the exemption plate is not possible and I have currently attached to the corner of my windscreen.**

## Appendix E – Convictions policy

Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix F – Taxi Byelaws**

Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix G – Penalty point policy**

Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix H - DBS Multiple Status Check Facility**

Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

i would be happy to participate in this

basis.

**Any other comments**

**Your ref no: RRQHXBVY**

If you have any other comments on the policy, please leave them below:

**i would agree to having Dash cams in all vehicles as a rule, also the privaste hire and Hackneys having cctv as standard, thus protecting clients and the drivers.**

**A knowledge test is good for Hackney drivers as they need to know the streets, all my executive work is preplanned and i think this isnt required as we plan our routes each shift as bookings are made well in advance.**

**I agree with medicals being more frequent to ensure client and driver safety.**

## Declaration

Your ref no: RRQHXBVY

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on

this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: **SCUXACPL**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

[Redacted]

First line of address

[Redacted]

Postcode

[Redacted]

Email

[Redacted]

Contact number

[Redacted]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **SCUXACPL**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **2**

Please add your comments here:

**Of course there must be wheelchair accessible taxis. It is absurd to require every taxi to be wheelchair accessible.**

Please add your comments here:

**In a century where very person has instant access to GPS, it is absurd to drive up costs by insisting on a new knowledge test.**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix F – Taxi Byelaws**

Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix G – Penalty point policy**

Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix H - DBS Multiple Status Check Facility**

Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Any other comments**

**Your ref no: SCUXACPL**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: SCUXACPL

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on



this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

Who are you

Your ref no: SHVAHCOJ

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: SHVAHCOJ

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: SHVAHCOJ**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: SHVAHCOJ

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on   
this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: **TFHWPEXN**

Please read the [taxi license webpage](#) if you require any further information.

Full name **Marshall Chauffeur Drive**

House number **The Airport**

First line of address **Newmarket Road**

Postcode **CB5 8RX**

Email **MB@marcamb.co.uk**

Contact number **01223 373498**

Please choose one of the following:

- Resident**
- Business**
- Licensed taxi driver (private hire or Hackney Carriage)**
- Licensed operator**
- Licensed vehicle owner**
- Other (Please give details)**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **3**

Please add your comments here:

**As general principle we don't have a problem with the points that improve standards**

Please add your comments here:

**CCTV sounds expensive we don't really need it  
As all of our clients are account and we know them or are recommended to us and mostly business clients as we drive a lot of high profile clients i am not sure that would be comfortable with CCTV in the cars !!**

Please add your comments here:

**Disabled access could be difficult for a company like ours we we have top of the range cars and to convert to disabled access would be most difficult**

**Appendix A – Driver licence conditions**

Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**as we work for business which is military based we do a lot of checks on staff before employing them but anything which helps with safety and improve driving standards has got to be a good thing**

**Appendix B – Vehicle Licence conditions**

Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**As we drive a lot of high profile people the need for complete privacy is essential and not draw attention to our vehicle or the clients inside**

**Appendix C – Operator Conditions**

Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**we keep the relevant records now**

**Appendix D – Vehicle plate exemptions policy**

Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **Same as Appendix B**

**Appendix E – Convictions policy**

Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **We check all Employees as we are military based operation the need for security and integrity is essential**

**Appendix F – Taxi Byelaws**

Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **No Comment**

**Appendix G – Penalty point policy**

Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

No Comment

## Appendix H - DBS Multiple Status Check Facility

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

No Problem with any checks for safety reasons

**Any other comments**

**Your ref no: TFHWPEXN**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: TFHWPEXN

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



**Who are you**

**Your ref no: UDJMQVUG**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**The declared aim of the policy is to support safety of the passengers. Yet the policy contains barriers to entry to an operator or driver which have nothing to do with safety. They appear to me to be there to make it more difficult for operators such as Uber to operate. Two examples to support this.**

- 1) The Taxi Knowledge Test - this has nothing to do with safety, and is made obsolete by GPS technology.**
- 2) Requirement for an Operator to have a local office - again, nothing to do with safety and everything to do with restricting the likes of Uber.**

**I can see how such measures may help maintain the Council's licencing revenue, but they also keep prices higher than they could be and availability of taxi services lower. This is to the detriment of all taxi users, particularly the less well-off, who**

currently may have to rely on taxi services where public transport is inadequate or unavailable.

Please consider the entire transport needs of local people. By all means ensure any new providers offer a safe service, but don't put in artificial hurdles which deprive people of a alternative safe, yet cheaper, source of taxi services.

## Appendix A – Driver licence conditions

### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## Appendix B – Vehicle Licence conditions

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from **1**

the drop down menu:

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: UDJMQVUG**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: **UDJMQVUG**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on   
this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: UQBUAQVA

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu:

5

Please add your comments here:

2.6, referring to insurance being void is incorrect following case law of Oldham vs sajjad where it was ruled that unless an insurance policy has been made void by the insurer, it remains valid, this also applies to 2.23, the vehicle is either insured or it isn't, the policy does not depend on who the insured being the driver, only on the period of cover.

Please add your comments here:

2.21 depends on all WAV only being side loading, including ambulances and LA vehicles, also depends on all pavements being wide enough to accommodate side loading ramps without creating an obstruction to other road users whilst loading unloading, suggest amendment to allow for either as opposed to stipulating one type of WAV which then leads to a restrictive WAV

provision, suggest removal of this condition since it is contradicted by condition 2.46 which allows for a "tail lift" which is rear loading

Please add your comments here:

2.27 maybe remove this since it becomes irrelevant if the requirement becomes mandatory as defined in 2.30, further, if access to data by drivers is not allowed, as defined in 2.28, then they are not data controllers, as such there is no requirement for registration, the burden of data protection compliance then becomes the responsibility of those who do have access to data.

Please add your comments here:

2.29, suggest amendment to read "sound must only be used by way of panic switch as specified within ICO regulations" as opposed to "sound must not be recorded", since in many cases, the sound provides vital evidence especially where an allegation is made that an inappropriate conversation has taken place, or an allegation of racial comments having been made, it also provides valuable supporting evidence in the event of any incidents where used, so the sound is an important aspect of the devices, but must follow ICO guidance regarding panic switches, which then allows for exclusion of dashcams which do record sound, but without the ability to add a "panic switch"

Please add your comments here:

**2.35, whilst this requirement is part of the LGMPA, may I suggest incorporating an allowance in the event of injury, something like "extra time may be allowed in the event of the driver having been injured or hospitalised"**

## **Appendix A – Driver licence conditions**

### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**3.5, suggest amendment to allow for drivers who have subscribed to the DBS update service making the council task more streamline, cheaper for the driver and far less time consuming than having to apply for a new DBS every 3 years as referred to in 3.23**

**3.8a, mandatory is a little extreme for email addresses, many elderly drivers do not have access to computers and as such may not have an email address, which then leads to the risk of emails being sent to a third party, the message may not always be passed on to the applicant / license holder.**

**3.9, suggest amendment to read "worn or displayed in a prominent position",**

as shown in 36 of the penalty points scheme, since it has been identified in many cases that lanyards have been used as weapons, furthermore, being worn actually hides it from public view.

## Appendix B – Vehicle Licence conditions

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

many issues within this section are already covered in first part,

many others could benefit from further comments / consultation, which I would be happy to come down and "consult" in person where we could go through it with your local trade representatives if required.

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

### Appendix E – Convictions policy

#### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

### Appendix F – Taxi Byelaws

#### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**bylaws cannot be changed without consent from central government, so not really much to say here**

### Appendix G – Penalty point policy

#### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**15.....suggest brackets (unless subject to**

appeal where the suspension is not  
with immediate effect)

33...suggest add in brackets (HC) here

59.....4 to 12 points for appealing  
against points??? really?

## Appendix H - DBS Multiple Status Check Facility

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to 1  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**

**Your ref no: UQBUAQVA**

If you have any other comments on the policy, please leave them below:

**As a chair of a taxi association, I have experience at fine tuning policies to assist authorities.**

**As a designer and installer of CCTV systems specifically for use in licensed vehicles, working with trades, La's, ICO, insurance companies, police and trade associations, also as a member of the IoL, I can assist in this matter too if required.**

**Do you have a specific CCTV criteria in place already which I may look at?**

**Our website can be found here**

**<http://lawriedriver.wixsite.com/in-car-cctv>**

## Declaration

Your ref no: UQBUAQVA

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: UYQGNCCE

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: UYQGNCCCE

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**You won't have any renewal, leave it the way it is, if you want any taxis lol**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Too intense, too much time someone has in your office, fat cats?**

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Fair play, but what about incentives?**

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **N/A**

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **N/A**

## Appendix E – Convictions policy

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **Get rid of idiots**

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Too complicated**

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Made me laugh, your only a small council, no need.**

**You forgotten you used to give plates from the recycle plant**

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Good idea**

**Any other comments**

**Your ref no: UYQGNCCE**

If you have any other comments on the policy, please leave them below:

**Ermm, knowledge test everyone will fail as most work in centre Cambridge, plus Panter would pay you "fat cat" bosses under the table or make a donation to not it happen, but makes sense for new drivers not old one as we have too many taxis, and please show respect when dealing with taxis drivers in your cambourne office. We are humans. And also believe in Karma.**

**Thanks and love. X**

## Declaration

Your ref no: UYQGNCCE

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: VWBEZPQS

Please read the [taxi license webpage](#) if you require any further information.

Full name

[REDACTED]

House number

[REDACTED]

First line of address

[REDACTED]

Postcode

[REDACTED]

Email

[REDACTED]

Contact number

[REDACTED]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**We provide an executive chauffeur service to corporate sector and NOT the public.**  
**CCTV will not be of any benefit to this work. Our clients would definitely not want this as sensitive work is carried out , and spoken, in our vehicles. An intrusion on privacy. We have exemption licences and this should also apply to CCTV**

**Appendix A – Driver licence conditions**

Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**The proposed knowledge test for all drivers.**  
**Again we as an executive chauffeur service DO NOT operate within the**

local area. We take our clients all over the country. A local knowledge test is totally unnecessary. All work is booked days, weeks and months in advance, drivers are allocated the work days in advance and can easily prepare in advance if the pick up point is not a regular one.

Again, we hold an exemption certificate and this should also apply to the knowledge test. A test essential to taxi drivers.

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to 1

make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: VWBEZPQS**

If you have any other comments on the policy, please leave them below:

**There must be a better distinction for our type of service ie Executive Chauffeur Service for the local corporate sector. Those business's choose to use our services on merit, and the professional service we provide, drivers and vehicles, they have a right to do so. If for any reason we fall short, we loose our clients and are out of business. We just can not go to the ranks for business!**

## Declaration

Your ref no: **VWBEZPQS**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: **WLFALOMX**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

07000000000

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **3**

Please add your comments here:

**AS a licensed London taxi driver (over 35 years) I have experienced first hand the total carnage brought to London streets and its public from American tech monster.....UBER!  
pleas please please do NOT allow this disruptor to operate in Cambs with its Sexual assualts, rapes,violent assaults, road rage, road traffic accidents,congestion, pollution, and theft of proffesional taxi drivers livelihoods. ....**

Please add your comments here:

**.....SAY NO TO**

Please add your comments here:

**.....UBER**

**Appendix A – Driver licence conditions**

Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to **1**

make by selecting the appropriate number from the drop down menu:

Please add your comments here:

**AS a licensed London taxi driver (over 35 years) I have experienced first hand the total carnage bought to London streets and its public from American tech monster.....UBER!**

**pleas please please do NOT allow this disruptor to operate in Cambs with its Sexual assualts, rapes,violent assaults, road rage, road traffic accidents,congestion, pollution, and theft of proffesional taxi drivers livelihoods. ....**

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**AS a licensed London taxi driver (over 35 years) I have experienced first hand the total carnage bought to London streets and its public from American tech monster.....UBER!**

**pleas please please do NOT allow this disruptor to operate in Cambs with its Sexual assualts, rapes,violent assaults, road rage, road traffic accidents,congestion, pollution, and theft of proffesional taxi drivers livelihoods. ....**

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**AS a licensed London taxi driver (over 35 years) I have experienced first hand the total carnage bought to London streets and its public from American tech monster.....UBER!**  
**pleas please please do NOT allow this disruptor to operate in Cambs with its Sexual assualts, rapes,violent assaults, road rage, road traffic accidents,congestion, pollution, and theft of proffesional taxi drivers livelihoods. ....**

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**AS a licensed London taxi driver (over 35 years) I have experienced first hand the total carnage bought to London streets and its public from American tech monster.....UBER!**  
**pleas please please do NOT allow this disruptor to operate in Cambs with its Sexual assualts, rapes,violent assaults, road rage, road traffic**

accidents, congestion, pollution, and theft of professional taxi drivers livelihoods. ....

## Appendix E – Convictions policy

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**AS a licensed London taxi driver (over 35 years) I have experienced first hand the total carnage brought to London streets and its public from American tech monster.....UBER!**  
**pleas please please do NOT allow this disruptor to operate in Cambs with its Sexual assaults, rapes, violent assaults, road rage, road traffic accidents, congestion, pollution, and theft of professional taxi drivers livelihoods. ....**

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**AS a licensed London taxi driver (over 35 years) I have experienced first hand the total carnage brought to London streets and its public from American tech monster.....UBER!**

pleas please please do NOT allow this disruptor to operate in Cambs with its Sexual assaults, rapes,violent assaults, road rage, road traffic accidents,congestion, pollution, and theft of proffesional taxi drivers livelihoods. ....

## Appendix G – Penalty point policy

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**AS a licensed London taxi driver (over 35 years) I have experienced first hand the total carnage bought to London streets and its public from American tech monster.....UBER!**

pleas please please do NOT allow this disruptor to operate in Cambs with its Sexual assaults, rapes,violent assaults, road rage, road traffic accidents,congestion, pollution, and theft of proffesional taxi drivers livelihoods. ....

## Appendix H - DBS Multiple Status Check Facility

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**AS a licensed London taxi driver (over**

35 years) I have experienced first hand  
the total carnage brought to London  
streets and its public from American  
tech monster.....UBER!

please please please do NOT allow this  
disruptor to operate in Cambs with its  
Sexual assaults, rapes, violent assaults,  
road rage, road traffic  
accidents, congestion, pollution, and  
theft of professional taxi drivers  
livelihoods. ....

**Any other comments**

**Your ref no: WLFALOMX**

If you have any other comments on the policy, please leave them below:

**please please please say NO TO UBER**

**In Cambs.**

## Declaration

Your ref no: **WLFALOMX**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on

this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



**Who are you**

**Your ref no: WLOMHSXF**

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

If other, please indicate below:

Licensed SCDC driver; resident & licensed operator (Panther Taxis Ltd)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **2**

Please add your comments here:

**2.22 Age limits for first licensing; Not in favour of four year rule from five as five years affords drivers decent flexibility when acquiring/considering new/replacement vehicles. Furthermore it can never make sense (environmental or aesthetic) that a well-used vehicle of say, 3 years and 10 months old with over 100k miles on the clock can be licensed when one of 4 years on 1 month with limited previous use and just 20-30 k miles on it cannot be licensed. Additionally, would like to encourage council/members to consider extending any agreed age limits for Hybrid/electric/ ultra-low emission vehicles for obvious reasons and to encourage driver take-up of such vehicles.**

Please add your comments here:

**3.20 & 3.23 of Application process &**

convictions/related matters:

3.20 proposes that 'in exceptional circumstances, should any applicant require the council to complete a DBS check on their behalf, a fee will be payable to the council at the time of the appointment''. This would suggest that you (council) are moving away from facilitating the applications for DBS checks as part of the application process for drivers but are hoping they will get these "carried out at any officially recognised body'. This proposal gives me great cause for concern in my position as General Manager of a large operator and therefore someone who advises driving applicant's about the processes they need to go through, and here is why:

1. If you are NOT moving away from undertaking DBS applications for drivers at the point of licensing/renewal and are still happy to undertake them electronically as you do now, then the wording in 3.20 is seriously misleading and needs re-writing to be explicit.
2. It is my experience that it is not possible to obtain an enhanced DBS check as an individual through the 'other officially recognised bodies' you may be alluding too. I have called four such facilitators today and none of them can do enhanced checks for individuals wanting to be taxi drivers without some kind of agreement in

place with the relevant local authority – and even then this requires the individual concerned to get his/her ID's verified and stamped and copied by a post office before sending them over to the 'recognised body', so this creates another hoop for drivers to go through and incurs additional costs at the post office. Reproduced here is some of the info lifted from their websites:

Personnel Checks says: Can I apply for an Enhanced Criminal Record Check?  
An Enhanced check is only available for organisations to access on behalf of their employees, rather than to individuals. The certificate is sent to the applicant's home address and they are required to show it to their employer prior to starting any job.

Online DBS Ltd says: 1. A. The DBS does not allow individuals to request a Standard or Enhanced Disclosure. You can, apply for a DBS check if this has been requested by an organisation that is allowed to do so.

UCheck : 0843 178 0818 I spoke to these on the phone and they confirmed they do not undertake enhanced checks for individuals – there has to be an 'employer' with a formal agreement with them involved.

Capita PLC website says: WHO CAN REQUEST A DBS CHECK?

An employee, or a job candidate

cannot request a check on themselves.  
Only employers, or umbrella  
companies authorised to conduct a  
check on an employer's behalf can  
request a check.

3. 3.23 of your proposed policy  
suggests that each driver must sign-up  
to the Update Service – I agree with  
this and know/can see the benefits.....  
but it also goes onto say that drivers  
must 'nominate the council to receive  
updates'. I have helped many drivers  
sign onto the Update Service and I am  
a user myself but I am not aware of the  
ability within it to 'nominate a council'  
or how you would go about this. It may  
be me that's ignorant but I think this  
needs properly looking at before  
publishing that it is possible – and if it  
is – how so?

Overall, I hope I have been able to  
explain why I think these parts of the  
policy would not work set out as they  
currently are and that it may be  
prudent to undertake further research  
before publishing in the present  
proposed form. In particular, I would  
be keen to hear whether the council  
really are intending to only facilitate  
checks in 'exceptional circumstances'  
as there seems to be a serious lack of  
viable/legal/practical alternatives out  
there!

## **Appendix A – Driver licence conditions**

### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to 1

make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix E – Convictions policy**

#### Appendix E – Convictions policy

Choose the amount of comments you wish to      **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix F – Taxi Byelaws**

#### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to      **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix G – Penalty point policy**

#### Appendix G – Penalty point policy

Choose the amount of comments you wish to      **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix H - DBS Multiple Status Check Facility**

Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: WLOMHSXF**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: **WLOMHSXF**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on   
this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

**Who are you**

**Your ref no: WPXBWAQH**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

[Redacted]

First line of address

[Redacted]

Postcode

[Redacted]

Email

[Redacted]

Contact number

[Redacted]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**what are the exact proposed changes ?**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**what are the exact proposed changes ?**

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**what are the exact proposed changes**

?

## Appendix C – Operator Conditions

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## Appendix D – Vehicle plate exemptions policy

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## Appendix E – Convictions policy

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**what are the exact proposed changes**

?

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to 1

make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix G – Penalty point policy**

#### Appendix G – Penalty point policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

### **Appendix H - DBS Multiple Status Check Facility**

#### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

**Any other comments**    **Your ref no: WPXBWAQH**

If you have any other comments on the policy, please leave them below:

**what are the changes to the frequency  
in which medical examinations are  
required ?**

## Declaration

Your ref no: WPXBWAQH

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on



this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: XHPBHIIB

Full name

[REDACTED]

House number

[REDACTED]

First line of address

[REDACTED]

Postcode

[REDACTED]

Email

[REDACTED]

Contact number

[REDACTED]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **XHPBHIIB**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **No thing for driver's**

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: XHPBHIIB**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: **XHPBHIIB**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on   
this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: YHMYBXZK

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

Your views

Your ref no: YHMYBXZK

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

I received recent letters for the knowledge test for existing and new drivers. Unfortunately I'm not finding this useful it can be necessarily for Hackney drivers but like me drivers who is driving for private hire or exec driving it's no sense. I'm driving every day many destinations all outside of Cambridgeshire. Which is airports and long distance. Also we are not living 90's. All knowledge we need satnavs. Every mobile phone and cars have it in standard equipment this days. My expectations from you, lots of drivers have poor English, at the traffic they need physical test, etc. It will be more useful.  
Kind regards

### Appendix A – Driver licence conditions

Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix E – Convictions policy**

Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix F – Taxi Byelaws**

Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix G – Penalty point policy**

Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix H - DBS Multiple Status Check Facility**

Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:



**Any other comments**

**Your ref no: YHMYBXZK**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: YHMYBXZK

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on

this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: **YOXIYAAP**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

[Redacted]

First line of address

[Redacted]

Postcode

[Redacted]

Email

[Redacted]

Contact number

[Redacted]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix A – Driver licence conditions**

Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**You can't demand existing drivers take a knowledge test. These drivers are already making a living driving for South Cambs and a test like this could put their livelihood at risk. We also cover a vast area. My job takes me all over the Country and this test for existing, proven drivers, is unnecessary.**

**Appendix B – Vehicle Licence conditions**

Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix C – Operator Conditions**

Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix D – Vehicle plate exemptions policy**

Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**Appendix E – Convictions policy**

Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: YOXIYAAP**

If you have any other comments on the policy, please leave them below:

**I am an ex Metropolitan Police  
advanced driver and have enjoyed  
working with a South Cambs private  
hire licence for over two years.  
I pride myself in setting high standards  
in customer service and enhancing the  
reputation of this Council.  
I would be willing to assist the Council  
in this consultation in anyway I can.**

## Declaration

Your ref no: **YOXIYAAP**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

**Who are you**

**Your ref no: YWYLPTQO**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

[Redacted]

First line of address

[Redacted]

Postcode

[Redacted]

Email

[Redacted]

Contact number

[Redacted]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

**Overall proposed policy**

Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **2**

Please add your comments here:

**I was a private hire operator from 1999 for about 15 yrs one of the things that concerned me was the hours some drivers work ie frequently hearing of drivers working til early hours of the morning having worked all day then having maybe a two hour break before going off to take or collect some passenger from the airport . There are many who I consider work excessive hours without an adequate rest. Lorry drivers and coach drivers are restricted as to hours and rest periods but not taxi/private hire drivers**

Please add your comments here:

**Another thing that was often mentioned was drivers talking in another language on the phone with passengers in the vehicle. Young females especially felt unsafe not knowing what or who the driver was talking about.**

Recently this happened to me and the people with me found it most disconcerting.

### **Appendix A – Driver licence conditions**

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### **Appendix B – Vehicle Licence conditions**

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### **Appendix C – Operator Conditions**

#### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### **Appendix D – Vehicle plate exemptions policy**

#### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## Appendix E – Convictions policy

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**I feel it is a very dangerous practice to licence drivers who have convictions for sexual assaults and or violence**

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## Appendix G – Penalty point policy

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

## Appendix H - DBS Multiple Status Check Facility

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: YWYLPTQO**

If you have any other comments on the policy, please leave them below:

No

## Declaration

Your ref no: YWYLPTQO

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on   
this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: **ZAEFXLFD**

Please read the [taxi license webpage](#) if you require any further information.

Full name

[REDACTED]

House number

[REDACTED]

First line of address

[REDACTED]

Postcode

[REDACTED]

Email

[REDACTED]

Contact number

[REDACTED]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: **ZAEFXLFD**

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**I would like to see much more control of planning and licensing of, particularly, the bases and workshops for Taxi companies.**

**Butler Meltax set up in a building very close to home in a residential area, initially they caused terrible traffic and parking problems, gridlocking the road. Despite complaints residents were completely powerless to affect any kind of policing of what was and still is entirely unsuitable use of the building - seven days a weeks at times and on public hoidays that and the parking of large numbers of cars and vans.**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from **1**

the drop down menu:

Please add your comments here: **none**

## **Appendix B – Vehicle Licence conditions**

### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **none**

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **Note my initial comments about impact and nuisance to residents.  
Operations must be conducted from industrial estates not in residential roads.**

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here: **none**

## Appendix E – Convictions policy

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Divers must be DBS checked as suitable for being in the sole company of women, children and vulnerable adults.**

## Appendix F – Taxi Byelaws

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**none**

## Appendix G – Penalty point policy

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**No new drivers should be taken on by an operator with more than 6 points, existing drivers must be disqualified at 12 points, even where a court allows continued driving**

## Appendix H - DBS Multiple Status Check Facility

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any DBS checks must be audited by the council, annually and for new staff.**

**Any other comments**

**Your ref no: ZAEFXLFD**

If you have any other comments on the policy, please leave them below:

**Taxi companies are commercial businesses, I urge the council to consider the suitability of allowing businesses to operate, at anti social hours, weekends and public holidays from bases located in residential housing. Is it also in the public's interest to allow companies to MOT and safety check their own vehicles at their own premises?**

## Declaration

Your ref no: **ZAEFXLFD**

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on

this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.



## Who are you

Your ref no: ZIHSTMZS

Please read the [taxi license webpage](#) if you require any further information.

Full name

House number

First line of address

Postcode

Email

Contact number

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: ZIHSTMZS

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: **1**

Please add your comments here:

**Any other comments**

**Your ref no: ZIHSTMZS**

If you have any other comments on the policy, please leave them below:

## Declaration

Your ref no: ZIHSTMZS

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on



this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Who are you

Your ref no: ZNXMNYQJ

Please read the [taxi license webpage](#) if you require any further information.

Full name

[Redacted]

House number

[Redacted]

First line of address

[Redacted]

Postcode

[Redacted]

Email

[Redacted]

Contact number

[Redacted]

Please choose one of the following:

- Resident
- Business
- Licensed taxi driver (private hire or Hackney Carriage)
- Licensed operator
- Licensed vehicle owner
- Other (Please give details)

## Your views

Your ref no: ZNXMNYQJ

All of these sections are optional and you may add up to 5 comments per section. Please find the correct section that you wish to comment on below:

### Overall proposed policy

#### Proposed Taxi License Policy.

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**I think some of the overall proposal is fair and some of it not but I do understand that is important to update the system thanks**

### Appendix A – Driver licence conditions

#### Appendix A - Driver licence conditions Policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu: 1

Please add your comments here:

**I think every body should retake driving test before applying for the licence please**

### Appendix B – Vehicle Licence conditions

#### Appendix B - Vehicle Licence conditions

Choose the amount of comments you wish to make by selecting the appropriate number from 1

the drop down menu:

Please add your comments here:

**I think should increase the age of the vehicle from 5 year old to 7 years as cars these days are expensive and very reliable please**

## **Appendix C – Operator Conditions**

### Appendix C – Operator Conditions

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu:

1

Please add your comments here:

**I think should extend it from one your to three years like the badge please**

## **Appendix D – Vehicle plate exemptions policy**

### Appendix D – Vehicle plate exemptions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu:

1

Please add your comments here:

## **Appendix E – Convictions policy**

### Appendix E – Convictions policy

Choose the amount of comments you wish to make by selecting the appropriate number from the drop down menu:

1

Please add your comments here:

**I think that every learned from there mistakes and it's unfair that people get**

pannished for doing some thing wrong  
as the already been pannished by the  
law and police thanks

## **Appendix F – Taxi Byelaws**

### Appendix F – Taxi Byelaws

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix G – Penalty point policy**

### Appendix G – Penalty point policy

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## **Appendix H - DBS Multiple Status Check Facility**

### Appendix H - DBS Multiple Status Check Facility

Choose the amount of comments you wish to **1**  
make by selecting the appropriate number from  
the drop down menu:

Please add your comments here:

## Any other comments

Your ref no: ZNXMNYQJ

If you have any other comments on the policy, please leave them below:

1. South cam Hackney cars should be some saloon some disable not all disable , as there is many people specially old people can't get in to the multi seater cars , they are not disable , I turned up to jobs and customer were glad to have saloon car , so please put in consideration other people , people between getting disable and fit enough which is the majority thanks ,

2. Knowledge exam , I strongly agree the all private hire and Hackney drivers new or old applications should take a test for there understanding to the level of English they have , Uber , panther , cam cab , a1 , extra , as it's not fair for customer and visitors and all community , I've been told by customer that some driver don't know the ward of English , it's not fair ,

3. Medical test , if you going to increase the amount or test then that will only put more pressure on nhs and it cost 50 pounds each time , drivers should be honest about there health thanks

## Declaration

Your ref no: ZNXMNYQJ

Review the information you have supplied

**Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.**

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

## Declaration

By submitting this claim you are agreeing to the following declaration. To view this declaration please click on the link below

I declare that the information I have provided on  this form is accurate

I confirm by submitting this form, that the information I have provided is accurate.

## Wallace Victoria

---

**From:** Bebbington Myles  
**Sent:** 21 November 2017 09:20  
**To:** Goodwin John  
**Subject:** FW: Taxi Policy Consultation from SCDC

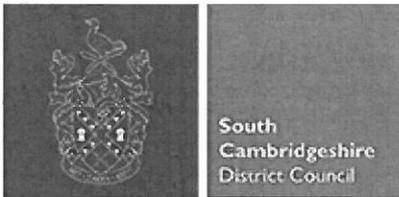
---

**From:** Adams Patrick  
**Sent:** 21 November 2017 08:41  
**To:** Bebbington Myles <Myles.Bebbington@scambs.gov.uk>  
**Subject:** FW: Taxi Policy Consultation from SCDC

Hi Myles, please see positive response below from Bar Hill Parish Council regarding the new taxi licensing policy.

*Patrick*

**Patrick Adams** | Senior Democratic Services Officer



South Cambridgeshire Hall | Cambourne Business Park | Cambourne | Cambridge | CB23 6EA  
t: 01954 713408 | e: [patrick.adams@scambs.gov.uk](mailto:patrick.adams@scambs.gov.uk)  
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**From:** Sue Bell [<mailto:clerk@barhillpc.org.uk>]  
**Sent:** 20 November 2017 17:35  
**To:** Adams Patrick <[Patrick.adams@scambs.gov.uk](mailto:Patrick.adams@scambs.gov.uk)>  
**Subject:** RE: Taxi Policy Consultation from SCDC

Dear Patrick

Thank you for your email of 7 November regarding the above which was considered at our Council meeting on 16 November 2017. I am pleased to advise their response was as follows:

'Bar Hill Parish Council fully supports SCDC's proposals to adopt more stringent standards for new and existing licence holders'.

Kind regards

Sue Bell  
Bar Hill Parish Council  
Please note we have recently changed our email address - [clerk@barhillpc.org.uk](mailto:clerk@barhillpc.org.uk)

---

**From:** Adams Patrick [<mailto:Patrick.adams@scambs.gov.uk>]

**Sent:** 07 November 2017 13:52

**To:** Undisclosed recipients:

**Subject:** Taxi Policy Consultation from SCDC

**Sent to all parish councils by Blind carbon copy,**

Please find attached a letter from our licensing section, inviting you to give your views on a new licensing policy for Private Hire and Hackney Carriage drivers.

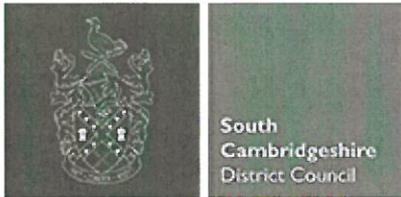
Details of the policy and an opportunity to give your views can be found online:

<https://www.scambs.gov.uk/consultations>

Kind Regards

*Patrick Adams*

**Patrick Adams** | Senior Democratic Services Officer



South Cambridgeshire Hall | Cambourne Business Park | Cambourne | Cambridge | CB23 6EA

t: 01954 713408 | e: [patrick.adams@scambs.gov.uk](mailto:patrick.adams@scambs.gov.uk)

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## Wallace Victoria

---

**From:** Bebbington Myles  
**Sent:** 18 December 2017 08:53  
**To:** Goodwin John  
**Subject:** FW: Taxi and Private Hire Licensing Consultation

Hi

Can we add this to the taxi responses

Thanks

Myles

---

**From:** Cicely [mailto:cicelymurfitt@btinternet.com]  
**Sent:** 14 December 2017 08:40  
**To:** Bebbington Myles <Myles.Bebbington@scambs.gov.uk>  
**Subject:** FW: Taxi and Private Hire Licensing Consultation

Myles,  
Any comments?  
Cicely

---

**From:** Bridget Smith [mailto:bridget.smith@scambs.gov.uk]  
**Sent:** 13 December 2017 13:12  
**To:** Howell Cllr <Cllr.Howell@scambs.gov.uk>  
**Cc:** Members Elected <members.elected@scambs.gov.uk>; Hill Mike <mike.hill@scambs.gov.uk>  
**Subject:** Taxi and Private Hire Licensing Consultation

Dear Mark,

Gamlingay Parish Council heard a very interesting presentation from a local Private Car Hire Company owner last night asking it to contribute to the current consultation on taxi and private hire licensing. It made me think about how the potential changes to the rules might affect me.

I am carer for my elderly and extremely vulnerable mother. I regularly use my 3 local Private Hire companies to transport her when I am not able to. This can include taking her to medical appointments and social activities. I can do this because I know and trust the operators and my mother has got to know and trust them too and they know about my Mum's situation and needs. I would never, ever put my mother in a taxi because I have no relationship with a taxi firm, they do not know my mother and I do not believe she would be safe or cared for in the way that she currently is.

I understand that my 3 operators earn most of their livings from corporate hire and that the current proposals would limit them to this one line of work. This means that they could not be used by me for my Mum and this leaves me with no options. Similarly, at least one of the Gamlingay companies transports vulnerable children to school. What would happen to them?

I know that I am not alone in this situation and hope that you will be mindful of the consequences of any changes.

Regards,

# Bridget Smith

Leader South Cambs Lib Dem Group  
District Councillor Gamlingay Ward

**Contact Details:** Bridget Z D Smith.

Address Mavnole House 39 Church St, Gamlingay, SG193JJ.

Phone

Email

Twitter: @cllrbridget

Website: <https://bridgetzsmith.4mp.org.uk>

Facebook: CllrBridget

## Wallace Victoria

---

**From:** Adams Patrick  
**Sent:** 11 December 2017 09:47  
**To:** Goodwin John  
**Subject:** FW: Taxi Policy Consultation from SCDC

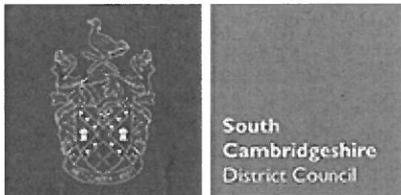
Hi John,

Please see response below, this time from Caxton Parish Council with regard to the Taxi Policy Consultation e-mail that I sent out on your behalf to all parish council on 7 November.

Kind Regards

*Patrick*

**Patrick Adams** | Senior Democratic Services Officer



South Cambridgeshire Hall | Cambourne Business Park | Cambourne | Cambridge | CB23 6EA  
t: 01954 713408 | e: [patrick.adams@scambs.gov.uk](mailto:patrick.adams@scambs.gov.uk)  
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---

**From:** Katie @ LGS Services [<mailto:katie@lgs-services.co.uk>]  
**Sent:** 11 December 2017 09:45  
**To:** Adams Patrick <[Patrick.adams@scambs.gov.uk](mailto:Patrick.adams@scambs.gov.uk)>  
**Subject:** RE: Taxi Policy Consultation from SCDC

Dear Mr Adams

Thank you for your email dated 7th November regarding the consultation for the new licensing policy for Private Hire and Hackney Carriage drivers.

Caxton Parish Council is in support of this consultation.

Kind Regards  
Katie

Katie Stoehr  
LGS Services  
30 West Drive  
Highfields Caldecote  
Cambridge  
Tel: 01954 210241

On behalf of Caxton Parish Council

---

**From:** Adams Patrick [<mailto:Patrick.adams@scambs.gov.uk>]  
**Sent:** 07 November 2017 13:52  
**Subject:** Taxi Policy Consultation from SCDC

Sent to all parish councils by Blind carbon copy,

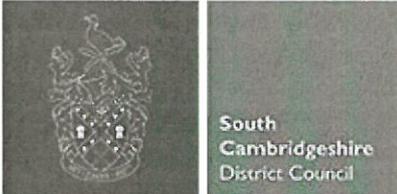
Please find attached a letter from our licensing section, inviting you to give your views on a new licensing policy for Private Hire and Hackney Carriage drivers.

Details of the policy and an opportunity to give your views can be found online:  
<https://www.scambs.gov.uk/consultations>

Kind Regards

*Patrick Adams*

**Patrick Adams** | Senior Democratic Services Officer



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## Wallace Victoria

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**From:** Adams Patrick  
**Sent:** 11 December 2017 09:46  
**To:** Goodwin John  
**Subject:** FW: Taxi Policy Consultation from SCDC

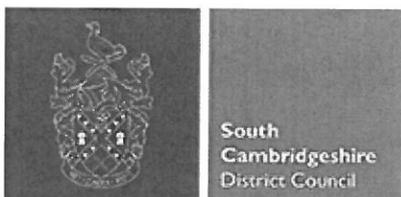
Hi John,

Please see response below from Toft Parish Council with regard to the Taxi Policy Consultation e-mail that I sent out on your behalf to all parish council on 7 November.

Kind Regards

*Patrick*

**Patrick Adams** | Senior Democratic Services Officer



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---

**From:** Katie @ LGS Services [<mailto:katie@lgs-services.co.uk>]  
**Sent:** 11 December 2017 09:45  
**To:** Adams Patrick <[Patrick.adams@scambs.gov.uk](mailto:Patrick.adams@scambs.gov.uk)>  
**Subject:** RE: Taxi Policy Consultation from SCDC

Dear Mr Adams

Thank you for your email dated 7th November regarding the consultation for the new licensing policy for Private Hire and Hackney Carriage drivers.

Toft Parish Council supports the proposal in the interests of safety and welfare.

Kind Regards  
Katie

Katie Stoehr  
LGS Services  
30 West Drive  
Highfields Caldecote  
Cambridge  
Tel: 01954 210241

On behalf of Toft Parish Council

---

**From:** Adams Patrick [<mailto:Patrick.adams@scambs.gov.uk>]  
**Sent:** 07 November 2017 13:52  
**Subject:** Taxi Policy Consultation from SCDC

Sent to all parish councils by Blind carbon copy,

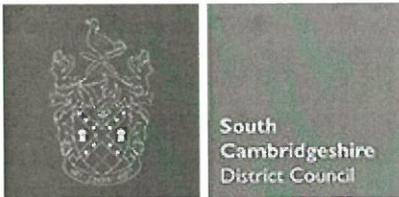
Please find attached a letter from our licensing section, inviting you to give your views on a new licensing policy for Private Hire and Hackney Carriage drivers.

Details of the policy and an opportunity to give your views can be found online:  
<https://www.scambs.gov.uk/consultations>

Kind Regards

*Patrick Adams*

**Patrick Adams** | Senior Democratic Services Officer



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## Wallace Victoria

---

**From:** 3  
**Sent:** 24 November 2017 11:55  
**To:** Licensing  
**Subject:** FW: Proposed Intro. of Knowledge test for new driver applications -Response(s) from PD0839

**Categories:** Becca

Apologies a couple of typos rectified

Regards

Freelance Aviation Researcher & Reporter  
ifnm UK-4401223

[www.addosaviationadventures.com](http://www.addosaviationadventures.com)

---

**From:**  
**Sent:** 24 November 2017 11:20  
**To:** [licensing@scambs.gov.uk](mailto:licensing@scambs.gov.uk)  
**Subject:** Proposed Intro. of Knowledge test for new driver applications -Response(s) from PD0839

Good day at SCDC Response Team

Having read through the document I see that this is not just about the introduction of a knowledge test for new driver applications but includes a raft of new proposals in respect of existing licence holders (drivers and operators).

However before I give my responses to the questions I think that you may have overlooked the fact that I am no longer the holder of the Private Hire Licence **PD0839**. On **July 15<sup>th</sup> 2017** (this year) I reached the age of 65 which in my case is retirement age. You overlooked the fact that I did not renew my PHL prior to or since that date, and it goes without saying that I have not in any way shape or form been involved with the carriage of passengers for Hire, Reward or any other means. I am instead beginning to enjoy the benefits of my retirement.

The proposals; **Proposed Introduction of Knowledge test for new driver applications**, my responses

- I fully support a more stringent convictions policy for all applicants and existing drivers, however who is to pay for the more stringent checks, the applicant or SCDC?
- 
- Whilst supporting the introduction of CCTV in all licenced vehicles who again is having to support the cost of installation. That's rhetorical as we all know that it will be the licensee and or company who own the vehicle(s)
- 
- I fully support the introduction of a **Knowledge test** for all new driver applications. There is nothing more frustrating than getting into a taxi or Private Hire Vehicle and then having to give directions to the driver. In some cases the Navigational aid the driver has is not up to date and therefore causes delay in reaching the destination, there's nothing like 'local knowledge'. One has to assume (sometimes wrongly) that existing drivers already have local the 'knowledge' of the area(s) they operate within. In the case of a Chauffeur how would you as a Council / Licensing Authority test that person's knowledge given the vast area(s) that s/he may cover?
-

- The proposal to the frequency of Medicals for all drivers; are the medicals examinations not stringent enough? If they are not stringent enough surely it would be better to have a higher quality examination rather than increase the frequency. Increasing the frequency puts a great burden on the already overworked General Practitioner(s) and thus further straining the National Health Service resources? This would also place a further financial 'burden' on the License holder; the average cost of a Medical is to my knowledge in excess of £130.00!
- I fully concur with the introduction of a new BDS process, however yet again it comes to who pays the cost of implementing the system? Will the Drivers Private Hire Licence fee be increased to accommodate the cost of the more stringent DBS checks and if so by what percentage?

The heading to your survey is very misleading as it clearly states in bold and underlined, **Ref: Proposed Introduction of Knowledge test for new driver applications**. It is not until one reads further through the letter that it is evident that SCDC plan to implement more than the Knowledge test.

Whilst acknowledging the Councils proposed policies is to put public safety at its heart I do not know of any driver either licenced or not that puts his or her life at risk or that of his or her passengers. It's like someone saying I intend to have a road accident and not only injure myself and anyone I may have in the vehicle at the time. Road Traffic Accidents happen for numerous reasons, mostly it is due to the poor standard of driving and the vast increase of vehicles using the highways and byways.

Professional drivers on the whole take great pride in their manner of driving, their vehicle and their appearance. Those drivers go as far as being RoSPA trained (myself included – Gold Standard) others choose to go down the IAM route. Of course there will always be what I call a 'rogue' driver or drivers, the current DSA test given to potential PHL Drivers is to my humble opinion not stringent enough. I've recently had personal experience of one of these 'rogue drivers' and it is not a pleasant experience.

Whilst not wishing to be construed as a racist it would also greatly assist if there was some degree of an English language test for all potential (and to a degree) existing drivers. Again there is nothing more frustrating than not being understood by the driver as to where you want to be deposited at destination.

If the DBS checks are currently not stringent enough how does SCDC hope to implement a more stringent form of DBS check and how will this be achieved? As far as I am aware the Disclosure Barring Service is already at maximum capacity and due to this processing applicants takes a minimum of six (6) weeks.

In conclusion; I fully support SCDC's proposals but wonder at what cost to the driver / operator, further what is the time frame(s) for the implementation of the proposals?

Respectfully submitted

Formerly PD0839

Regards

Freelance Aviation Researcher & Reporter  
ifnm UK-4401223

[www.addosaviationadventures.com](http://www.addosaviationadventures.com)

## Wallace Victoria

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**From:** Licensing  
**Sent:** 05 January 2018 16:32  
**To:** Goodwin John  
**Cc:** Licensing  
**Subject:** FW: A1 Cabco United Regency Limited Ref: PV0095 - Proposals

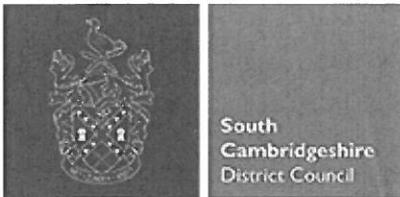
hi

FYI

Kind Regards

Caroline Fuller

Health & Environmental Resources



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**From:** A1 Cabco Taxis [<mailto:a1cabco@btconnect.com>]  
**Sent:** 05 January 2018 16:04  
**To:** Licensing <[Licensing@scambs.gov.uk](mailto:Licensing@scambs.gov.uk)>  
**Subject:** A1 Cabco United Regency Limited Ref: PV0095 - Proposals

For the urgent attention of the Resource Team

Thank you for your letter dated the 30th October 2017, here are our views based on the list of suggestions that you propose.

1). Adequate convictions policy at present.

2). Fair idea but maybe a target percentage could be allowed rather than making all vehicles wheelchair accessible. We have found that many passengers especially the elderly are unable to get into a wheelchair accessible vehicle often asking for low saloon vehicles.

3). CCTV is a good idea all round for passenger safety and that of the driver. Discounts for multiple purchases would be appreciated with assistance from the council.

4). We do not feel that this is necessary as good training is provided by existing Operators and in times with advances in modern technology we do not feel that this is necessary anymore.

5). I think the additional costs to the drivers would be very difficult for them and we are not sure that this would be of benefit in our experience regarding the health of the drivers.

6). Strongly agree with.

Thank you for asking A1 Cabco to participate with the above and we look forward to hearing in due course what outcome has been agreed.

Kind regards

Carly Stewart

Director



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ISSUE	Summary of consultation responses	Officer Comment	Consultee
<b>CCTV</b>	Operator to be allowed access	Would need ICO approval	Operator
	good idea but who pays the extra cost?	proprietor of vehicle	Driver
	<p>Adding conditions onto CCTV cameras would be expensive to install and there would be maintenance costs. Currently this trade business is going down, drivers have to work hard and work long shifts to get paid. Therefore we suggest on this option we should leave as an optional not mandatory</p>	<p>Current cost to meet ICO appears to be around £500 to £700</p>	Driver - CDA
	<p>We believe that the requirement for South Cambridgeshire private hire vehicles to have CCTV installed is disproportionate and could have unintended consequences. The requirement for CCTV in private hire vehicles would significantly increase the cost of a South Cambridgeshire private hire vehicle licence by up to £550 for existing (and aspiring) private hire drivers. This requirement is beyond the norm seen elsewhere in other cities, and the significant cost impact could potentially act as an incentive for potential applicants to apply for a licence elsewhere. We encourage the Council to recognise the distinction between the risks for private hire vehicles versus hackney carriages. We believe that it is disproportionate to mandate use of CCTV in private hire because this does not recognise that many of the risks CCTV seeks to mitigate are only relevant to hackney carriages. For example, with a hackney carriage there is no way to identify the passenger when the driver picks up a fare. However, in private hire, and increasingly so with new technologies such as Uber, identifying passengers can be done through the app.</p>	See comment above	Operator

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The DFT Best Practice Guidance is clear that a balance must be struck between the potential for CCTV systems to detect or prevent crime versus other less expensive systems that offer similar safety features. It also advises that expensive requirements such as CCTV are considered carefully; "Local licensing authorities will...want to be sure that... the cost of a requirement in terms of its effect on the availability of transport to the public is at least matched by the benefit to the public, for example through increased safety." Rather than mandating CCTV installation, we recommend South Cambridgeshire Council consider an optional CCTV policy for private hire, an approach taken by many other Councils. This is consistent with DFT guidance which states "Local licensing authorities may not want to insist on such measures [as CCTV], on the grounds that they are best left to the judgement of the owners and drivers themselves." This approach would allow drivers that value the perceived added protection from CCTV to pay for it, and those that benefit from other innovative technology and safety features to not incur the cost. Councils following this approach often have agreed installation guidelines to ensure that minimum standards are met.

Consider optional for PH,  
Mandatory for H/C due to type of  
work

Operator

CCTV in all licensed vehicles is a good idea but again it is placing a financial burden on the drivers and operators. Again an incentive/discount scheme would be appropriate. CCTV not so applicable in PH with commercial customers

See comments above

Driver

Do not agree with CCTV in all vehicles we are watched enough

Resident

CCTV is a good idea all round for passenger safety and that of the driver. Discounts for multiple purchases would be appreciated with assistance from the council

See comments above

Operator

As a chauffeur driver I have to strongly object to CCTV in the car. After speaking to many of our executive VIP customers, their number one concern is industrial and political espionage. There is a lot of extremely sensitive discussion taking place in the car, they do not want the fear of these discussions being accessible. To the degree they hinted at not using cars with CCTV.

See comments above

Driver/  
Operator

Not needed PH journeys are pre booked company reps do not want recording by 3rd party. Different for HC where people are picked up from kerbside

See comments above

Resident

Allow plate exempt not to have CCTV

See comments above

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Can see merit of cctv in Taxis but not necessary for PH vehicles, particularly chauffeur vehicles, customers unlikely to welcome the intrusion	Consider differential between HC &PH	Parish Council
Introduction of CCTV is good for both public and drivers		Driver
standard for H/C and PH		Driver/ Operator
CCTV in chauffeur style work could drive custom away, clients would not be comfortable	See comments above	Driver/ Operator
consider remove 2.27 as irrelevant if mandatory as defined in 2.30	Policy amended	Business
If drivers do not have access then they are not data controllers as defined in 2.28	Policy amended	Business
2.27 If CCTV is to become mandatory from March 2020, the Council must take the responsibility to be ICO registered rather than the Operator or vehicle proprietor, access to the CCTV should only be possible by SCDC or the Police, if the driver cannot access the footage then he is not required to register with the ICO, it is only those who can access the footage who are required to register. It is unacceptable to include requirements for the installation when currently there is no SCDC policy on specification of the required CCTV system. This subject in our opinion requires further details consultation	This is a valid point and if members require mandatory CCTV further work is needed	Operator
Amend 2.29 to "sound must only be used by way of panic switch as specified in ICO regs	Policy amended	Business
definitely not want this as sensitive work is carried out - an intrusion of privacy exempt	See comments above	Operator
All vehicle should have CCTV		Resident
CCTV great as long as you don't impose a specific brand or company	Not intending too	Driver
Issue with cost, I just make a living this is unnecessary		Driver

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	Privacy issue do not want my private conversations recorded and also those of passengers do not want SCDC holding too many private conversations	See comments above	Driver
	CCTV costly and more red tape, will be unaffordable in current market conditions		Driver
	No problem with CCTV Hopefully clients would have no problem		operator
<b>Points system</b>	Clarification over term "operator" Operator or owner?? How affects larger operators	policy amended	Operator
	No new drivers should be taken on by an operator with more than 6 points, existing drivers must be disqualified at 12 points, even where a court allows continued driving.	Confusion between SCDC scheme and DVLA scheme	Resident
<b>Knowledge Test</b>	Against a test for existing PH drivers	For member decision	Driver
	I strongly agree that all private hire and hackney carriage drivers new or old applications should take a test for their understanding to the level of English they have, Uber, Panther, Cam cab, A1, extra, as it's not fair for customers and visitors and all community, I've been told that some drivers don't know the word of English, it's not fair	For member decision	Driver
	Adding knowledge test for new drivers is probably appropriate but for existing drivers, they are already experienced in local knowledge also it would be more expensive and time consuming	For member decision	Driver - CDA
	fully support introduction of test subject to test being appropriate		Driver
	New knowledge test should only apply to new drivers		Driver
	Should only apply to new drivers	For member decision	Driver

Historically, knowledge and topographical tests were necessary to ensure a driver was able to transport passengers to their destination in a direct and timely manner. Given the significant advances and proliferation in GPS and mapping technology (amongst not just private hire drivers but the broader motoring public) such tests are no longer relevant in today's private hire market and should not be mandatory. GPS technology provides a much more accurate way of identifying the quickest or shortest route. The inclusion of a mandated topographical knowledge test for both private hire and hackney carriage drivers also fails to recognise the significant differences between the two (with all private hire journeys being pre-booked). We believe the proposed knowledge test would become a key barrier in the private hire application process and may incentivise potential applicants to apply for a licence elsewhere, or deter them from entering private hire all together. Therefore, we strongly believe that the inclusion of topographical route knowledge is redundant and an unnecessary barrier to entering the trade and recommend that South Cambridgeshire Council do not introduce the proposed knowledge test.. We would similarly suggest that the driver assessment undertaken by South Cambridgeshire Council would be of greater value if focused on driver familiarity with the conditions attached to their licence and broader legislation regarding private hire - or key areas such as safeguarding - rather than an outdated broader legislation regarding private hire - or key areas such as safeguarding - rather than an outdated assessment of topographical route knowledge.

Knowledge test is more than topographical and covers a range of topics incl :- places of interest, legislation/conditions, maths, english, routes, etc

Operator

We also suggest that any assessments or training (such as the proposed safeguarding training) should be both contracted out to external providers and consolidated with other elements of the private hire application. The Council should consider contracting out training provision to a small group of accredited organisations rather than a single organisation - this will help ensure that training capacity does not become a bottleneck within the process or applicants face a long lead time to book onto a session, whilst also preventing the scenario whereby a single provider is able to unduly control the level of fees that are charged to applicants. In addition, consolidating assessments with other elements of the private hire application process will provide a streamlined experience for applicants and reduce the application length. We note that other authorities such as Liverpool City Council have successfully consolidated their driver training into a single course (the Liverpool Standard) whilst accrediting a small number of external organisations to provide that course. This approach would not only enable the Council's Licensing function to focus on their core competencies of licensing and enforcement but also help stimulate competition and choice through the availability of multiple providers.

Currently planned to be outsourced for foreseeable future as part of a Cambridgeshire wide approach for consistency

Operator

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We do not feel that this is necessary as good training is provided by existing operators and in time with advances in modern technology we do not feel that this is necessary anymore		Operator
Agree for new drivers but not existing, if your already licensed and work why do you need testing again	Member decision	Resident
Test for HC should more stringent as PH is pre booked	Test reflects difference between HC & PH	Other
Against blanket knowledge test for existing drivers	Member decision	Driver 20+yrs
Test for new drivers would work but pointless for guys who have been driving for years	Member decision	Operator
Knowledge test for existing drivers is not fair under principle of legitimate expectation	Member decision See case law	Driver
Not applicable to chauffeur work as all journeys are pre planned and pre booked	Not advisable to differentiate as chauffers are still PH	Driver/ Operator
A new knowledge test. Not applicable to PH where majority of work is airport runs	Not advisable to differentiate as chauffers are still PH	Driver
In times when GPS is in place knowledge test is absurd - driving up costs	Member decision	Resident
Nothing to do with safety and is obsolete with GPS technology	Member decision	Resident
Executive chauffeur services do not operate within local area test is unnecessary - worked booked well in advance and can prepare chauffeur services should be exempt	Not advisable to differentiate as chauffers are still PH	Operator
Makes sense for HC but PH or exec drivers go all over the country and use sat navs	Member decision	Driver
can't demand existing drivers complete as would put livelihood at risk, testing existing proven drivers is unnecessary	Member decision	Driver

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unclear as to what test would cover		Driver
what is point to make getting licence more difficult they will go elsewhere ( wolverhampton)	Evidence showing drivers are currently obtaining licences out of district and working in area	Driver
Why ask existing drivers to take a test only one reason - generating income	Member decision	
No need for current drivers to take test	Member decision	Resident
Spent too much money on current car and would have to make more changes - changes should be for new drivers only		Driver
It is becoming more difficult to get new drivers we do not want to hinder good honest applicants		Operator
<p>1.26 We do not agree that a taxi meter (where fitted) should be used by a PHV at all times. By nature of the geographical area that is covered by SCDC the distances for a driver to reach a pick up point can be significant and then the destination may not be far, for example if a may not be far, for example if a Caxton to Morrisons in Cambourne the metered fare for the 2.5 mile journey would be around £7.00, but the driver may indeed have to travel from example Madingley which would involve an eight mile drive to the pick up point, making the total driven distance (not to mention the distance back to an area where he is likely to get another booking) of over 10.5 miles, after running costs are taken into account potentially a driver would earn less than £4.50 for his time, well below minimum wage. In effect by introducing this drivers will refuse to undertake bookings of this nature as it will not be cost effective for them and ultimately customers will not be able ultimately customers will not be able believe that a customer should be given a fixed price cost upon placing the booking and then they are free to make the decision if they wish to proceed with a booking or not.</p>	Policy amended to clarify legislative requirements between journeys that start and finish in district and those that don't	Operator
I think some of the overall proposal is fair and some of it not, but I do understand that it is important to update the system. I think everybody should retake the driving test before applying for the licence		Driver

General

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Supports initiative but some proposals do not fulfill the responsibility SCDC has in ensuring vehicles are safe, comfortable, insured and available when required

Not expanded on by consultee

Parish Council

Thank you again for providing the opportunity to participate in the consultation. I'd like to conclude by saying that efficient delivery of the licensing process (in terms both of cost and time) is crucial to ensure local drivers chose to obtain a private hire licence from South Cambridgeshire Council. Streamlined licensing processes benefit drivers and the consumers they intend to serve. It is therefore in the best interests of the Council to make any new processes as efficient and cost-effective as possible. Simple considerations could include: online application and document processing, online delivery of information and training material, contracting out of assessments and DBS / DVLA check processing to accredited third party providers, and allowing different stages of the application process to progress in parallel. It is also critical to ensure that delivery of the any additional requirements does not become a bottleneck in the application process with inflexible delivery mechanisms and long wait times (for example to secure a place on a training course or an assessment). This often becomes the case where local authorities elect to deliver training in-house or through a sole provider. Rather, the Council should accredit a small number of providers to deliver training (as the Merseyside local authorities do) - allowing the Council to retain a degree of control over delivery and quality of the training whilst ensuring appropriate delivery capacity in the market, a choice of training provider for applicants (in terms of the days and times at which training is delivered), and avoiding the situation whereby a single source provider has complete control over the pricing of the course

Many of these issues are being considered as part of the 3clCT review, moving to more online applications etc. Training development and its provision will be considered

Operator

The condition directs the driver to take any lost property not claimed within 24 hours to the nearest police station. In our experience this does not necessarily provide the best experience for the passenger. In our experience this does not necessarily provide the best experience for the passenger are starting to actively request that taxi and private hire drivers do not take lost property to the police station - in order to protect diminishing police time and resource for dealing with other matters. At Uber we operate an alternative approach in many cities whereby lost property that the driver is unable to return to the passenger immediately is taken to the Uber office where our team can coordinate, securely store and seek to return to the owner. We believe this has a number of advantages over taking lost property to the nearest police station including: The ability for Uber to provide full transparency for passengers when items are returned to the Uber office; The ability for Uber to send lost items to passengers via an appropriately tracked and insured courier service (this is especially useful if a passenger does not reside in the same city where the item was left); Less confusion for drivers and passengers on exactly which police station to go in order to drop off or collect lost property ( closest to where the trip ended?, closest to where the item was found?, closest to where the driver lives? ); As stated above, less opposition from the local police stations themselves, who are often not keen to (a) store these items and (b) have to manage passenger queries received. Rather than mandate a policy that requires all lost property items to be deposited with a local police station, we believe that the Council should adopt a more flexible approach by simply requiring private hire operators to develop and publish a policy for handling lost property that meets with the Council's approval

Policy amended

Operator

We believe that mandating that certain information is displayed inside private hire vehicles on an Internal Vehicle Notice is unnecessarily prescriptive and does not take into account the fact that modern technology provides a range of options for providing information to the passenger and enabling two-way communication between the passenger and the operator - some of these options being considered much more convenient by an increasing number of passengers and more aligned to how they are used to interacting with businesses. For example with Uber (and increasingly other operators using modern technology) it is easy to provide passengers with relevant information such as details of their driver and vehicle before, during or after a journey (either via SMS or within the app). Likewise with Uber a passenger is able to submit a request, ask for help or make a complaint about a specific journey directly within the app itself (meaning that Uber's customer support team automatically know which journey, driver and vehicle the enquiry relates to). Whilst we agree that it is important that a passenger has access to certain information (such as the name of the operator, driver and vehicle details, or how to raise a complaint) we do not believe that the Council should be so prescriptive in defining how this is achieved by mandating an Internal Vehicle Notice. Rather the operator should be able to chose how to provide this information, including digital provision.

Policy amended to reflect move towards digital information

Operator

Written receipts, We believe that with the increasing use of modern technology within the industry, this condition should include the provision of digital receipts to passengers.

Policy amended

Operator

We believe that the decision to carry a fire extinguisher should be left to the discretion of the driver. Common guidance states that fire extinguishers should be kept in the boot of the vehicle, unless the vehicle has a separate compartment for the driver, to mitigate the risk of the extinguisher being used as a weapon or inappropriately discharged by passengers. Furthermore fire extinguishers in the 1kg to 2kg range are likely to be ineffective in fighting a serious vehicle fire and should only be used to aid escape from the vehicle. In that case, and considering the guidance that such extinguishers should be carried in the boot of private hire vehicles, it is difficult to see the practical value of mandating that a fire extinguisher should be carried.

Member decision

Operator

Disappointed in consultation as no mention of reducing air pollution, diesel taxis need to be pahsed out - cambridge city breaches emissions and taxis major contributor

Vehicle policy amended to be more eco friendly

Resident  
Cambs City

APPENDIX J

2 tier H/C & P/H system outdated and not fit for current requiremenst and future developments	Legislation does not permit	Resident - Cambs City
2.63 We understand that there must be a clear and unobstructed path to a customer who has cause to complain. However, with regard to internal signage we request that consideration be given to whose contact details be given for such complaints. We respectfully request that further consultation be made with all stakeholders in order to get clarity on an effective process for the handling of complaints.	Policy amended to reflect scope of digital ID prior to commencement of booking or notice in vehicle	Operator
3.33 Consideration should be given to alternative (online) methods to check the DVLA driving records, rather than just checking at licence renewal and then no further checks being carried out for the duration of the licence issued. There are services available that will automatically flag up any new convictions to organisations who subscribe to these services.	We can do this already, but DVLA guidelines prevent us fromn enquiring unlkess good reason to do so i.e documented complaint	Operator
Unify Cambs City & SCDC	Member decision, Would need unitary authority	Resident - Cambs City
All hire vehicles to have use of ranks	Legislation does not permit	Resident - Cambs City
We drive a lot of high profile people, the need for complete privacy is essential		Driver/ Operator
already do a lot of checks on staff but anything that improves standards has got to be good		Driver/ Operator
aim of policy is safety of passengers but policy contains barriers to entry for operators and drivers that have nothing to do with safety. Appear to making more difficult for Co`s such as uber - see Knowl test and operator requirements		Resident
These measures help maintain licensing revenue but also keep prices higher than they could be and availabilty lower to the detriment of all taxi users and particularly lthe less well off who rely on this transport		Resident
Please consider the entire transport needs and don't put artificial hurdles in place depriving people of alternative safe, yet cheaper source of taxi services		Resident

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2.6 & 2.23 is incorrect - case law Oldham v Saijjad - insurance remains valid until made void by insurer	Policy amended	Business
You wont have any renewal, leave it the way it is if you want any taxis		Driver
better distintion for exec chauffeur work this business is very strongly on quality and recommendation unlike normal private hire	Chauffer work is still legally defined as Private Hire	Operator
Proposed changes not clear		Driver
Poor english common	Knowledge test addresses this	Driver
Need to control driver working hours	no powers to do this	Resident
New knowledge test, DBS, medical examination and wheelchair accessible vehicles should only apply to new drivers	Member decision	Driver
supports the proposal for the new policy in the intersts of safety and welfare		Parish Council
good to see SCDC & City conditions coming together concerning safety		Resident
5/10 overall		Driver
Supports the consultation		Parish Council
Policy will not make a scrap of difference to public safety if Uber continue to flood city with vehicles and drivers from, out of area	City decision, legislation permits	Driver
Must improve standard of driving across PH & HC do more spot checks		Driver
This extra burden is a step too far especially with flood of vehicles from outside of areas with no knowledge of area	legislation permits	Driver
New policy is a great step forward		Driver
SCDC making right moves to bring trade up to standards of other industries		Driver

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Drivers have to work 50 to 70hrs to make a living		Driver
More ranks needed in SCDC	should HC trade grow, this can be investigated	Driver
Agree with more stringent policy for new drivers	Any policy will affect ALL drivers	Operator
Not right way change policy for new drivers		Driver
do not agree with all the proposals		Resident
Is this in line with City as SCDC work in city	There will still be minor differences	Resident
SCDC was an easy option to get to work in the city, I am pleased that SCDC are taking public safety more seriously. I hope all proposals become policy		Driver
would like to see safeguarding and livery like Cambridge city	This is proposed	Driver
Speaking in foreign language on phone whilst customer on board makes them feel unsafe	Legislation does not cover	Resident
Exemption vehicles not to do "normal" PH In a rural area this would impact those that supplement main part of business and would affect local people who would struggle to find alternative transport	Policy amended	Parish Council
Would like to see better design of exemption plate as displaying it is difficult	Will investigate	Driver/ Operator

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**Exemption plates**

2.53 & .55 We do not believe that any vehicle should be excluded from having to display a taxi licence affixed to the rear of the vehicle. Members of the public and other road users should have a clear identifier that a vehicle is licenced and by whom. We have many vehicles and drivers on our fleet which fall within the executive bracket who to maximise their earning potential, carry out executive work alongside 'regular' PHV work, those drivers are expected to have the licence fixed to the vehicle, but will at times remove the 'Panther' signs from the side so as to meet the customers' expectations, these drivers will be financially penalised as they will not be (and nor will we) in a position to compete with Operators who solely provide an executive service. This proposal penalises drivers as it restricts the work they are permitted to undertake. Some vehicles on our fleet work as executive vehicles and 'normal' PHV, these are fitted with taximeters and should be allowed to continue in that fashion

member decision

Operator

I currently hold a vehicle plate exemption, I see no need for this to change

Driver

I would like to see added that spot checks will be carried out on all exempt cars. Would like an amended entry asking for actual proof of contract with a company and at least a 1 yr signed contract

Contracts can be varied from one offs to regular journeys, SCDC should not impose a condition that overly restricts business

Driver/  
Operator

all vehicles should be exempt

member decision

Driver

Exemption policy essential for chauffeur companies to distinguish between "taxi" and "executive"

member decision

Driver

If you require operators to choose type of work they will go for most lucrative. Prohibiting exec Co`s from doing local work will mean rural communities with limited transport will lose out

Policy amended

Resident

If exempt chauffeur co`s have to decide it will significantly affect rural communities where the provide a service to supplement existing work

Policy amended

Cllr ( SCDC)

**Byelaws**

Need drastic pruning to cope with current and future technology

Not for this review

Resident  
Cambs City

Okay

Driver/  
Operator

APPENDIX J

Medical

too complicated	Not for this review	Driver
Current provision is already good no reason to change		Driver
If you going to increase the amount or test then that will only put more pressure on NHS and it costs 50 pounds each time, drivers should be honest about there health	member decision	Driver
Should only apply to new drivers	member decision	Driver
Should only apply to new drivers	member decision	Driver
Changes to more frequent medical test it is also expensive and in cambridge only two places offer same level of test. It would take time too. Therefore we oppose to this proposal	drivers can go to their own GP	Driver - CDA
Surely it would be better to have a more stringent test rather than increase frequency - extra burden to GP's and financial cost to applicant of around £130	Any test does not flag up issues over a period of time hence proposal to 3yrs	Driver
Change to frequency for medical exams, probably a very good idea		Driver
I think the additional costs to the drivers would be very difficult for them and we are not sure that this would be of benefit in out experience regarding the health of the drivers	Medical tests start at £50 but GP's are free to charge as they wish, anecdotally reports of £130 are not uncommon	Operator
Agree should be more frequent		Driver/ Operator
What are the changes in wh frequency to medical checks	to 3yrly	Driver
No problem would have no problem with every 2 yrs	licenses run 3yrly hence medicals in line with renewals	Operator
Do not agree increasing when a medical is due		Resident

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<b>Wheelchair policy</b>	Totally wrong that all vehicles wheelchair, less than 1% of customers require these vehicles	Legal advice sought	Driver
	4.31 It should be the responsibility of the licensing authority to provide adequate training to drivers who have a WAV or indeed not licence a driver to drive such a vehicle without having undertaken an approved training course	Training would be given for new applicants.	Operator
	New hackney driver policy added but it has been very rarely used also these type of vehicles would be really expensive. However if everyone decides to add this our opinions remain the same	Member decision	Driver - CDA
	South cam hackney cars should be some saloon some disable not all disable, as there is many people can't get into the multi seater cars, they are not disable. I turn up to jobs and customer were glad to have saloon car, so please put in consideration other people, people between getting disable and fit enough which is the majority	This is possible and members may wish to consider this point	Driver
	2.21 We do not believe all HCV's should be wheelchair accessible, many customers of ours currently request Saloon vehicles as they have difficulty getting into these vehicles (even with a step), elderly customers particularly find it hard, especially when alighting from the vehicle. Other than London style Black Taxis, all other WAV's currently sold in a Hackney specification are in effect converted vans, these vehicles are not suited to country roads of which the majority of SCDC is served by. We believe that rear loading vehicles should be permitted as HCV's, only rear loading vehicles have a fixed ramp and often have winches that can assist the driver in safely manoeuvring customer into and out of the vehicle, especially those who are bariatric. Furthermore, the cost of WAV's is significantly higher than a standard rear loading vehicle, if SCDC want to promote accessibility to those with disabilities then allowing a more cost effective solution to encourage drivers to indeed consider a WAV must be a priority.	Member decision on rear loading	Operator
	2.41 Panther Taxis are the only operator locally who provide a pre-booking service for wheelchair users, we discount the charges levied to drivers so as to fulfil our responsibilities.		Operator
	Wheelchair taxis required but absurd to require all to be wheelchair accessible	member decision	Resident

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Fair idea but maybe a target percentage could be allowed rather than making all vehicles wheelchair accessible. We have found that many passengers especially the elderly are unable to get into a wheelchair accessible vehicle often asking for low saloon vehicles	member decision	Operator
I find the changes of the vehicle to wheelchair accessible is quite strict as some drivers, including myself have invested in buying other car types and making them suitable for the hackney licensing and you find that some customers cannot get in higher vehicles	member decision	Driver
Making all Hackney Carriages wheelchair accessible will be punitive to the hackney carriage drivers who are unable to comply. If you wish to pursue that then there needs to be an incentive from Central and /or local government for replacing vehicles	member decision	Driver
Been in the trade for more than 2 years, don't agree with changes of the vehicle to wheelchair accessible as some of the passengers cannot get in the higher vehicle. Should apply to new drivers only	member decision	Driver
Been in the trade for more than two years, do not agree with the changes of the vehicle to wheelchair accessible as some of the customers cannot get in higher vehicles	member decision	Driver
wheelchair accessible not suitable for chauffeur (P/H) companies	Not proposed for Private Hire	Driver/ Operator
Suggest removal of side loading only obstruction to pavement users and contradictory to 2.46 allowing for tail lift	member decision but agree this appears contradictory by permitting PH to rear load but not HC	Business
new WAV policy will put off elderly as they have difficulty getting in big vehicles and prefer saloon cars	member decision	Driver
forcing existing HC to have WAV`s will cause financial loss and sounds like a con, I would legally challenge your decision		Driver

	If all vehicles to be WAV council should provide benefit as vehicles can cost £30,000 +	prices for rear loading vehicles can be purchased for around £18,000 ( 16plate) purpose built and black cabs start from around £30K for 16 plate	Driver
	Hard to sell old car and buy new one (e7) WAV existing vehicle on 5yr finance		Driver
	Do not agree all vehicles to be WAV has a survey been conducted to see if needed? What is percentage of wheelchair users to non users?	No surey conducted	Resident
<b>Convictions policy</b>	A more stringent conviction policy in our opinions we would like to keep it as it is	member decision	Driver - CDA
	I think that every learned from there mistakes and its unfair that people get pannished for doing some thing wrong as the already been pannished by the law an police thanks	member decision	Driver
	I think that the current "Fit and proper" conditions are adequate	member decision	Driver
	Happy with this		Driver/ Operator
	Adequate convictions policy at present	member decision	Operator  Resident
<b>Vehicle conditions</b>	Please make door stickers affixed permanently	member decision	Driver
	What about incentives?		Driver

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2.19 For almost all drivers, their PHV them and their families, by having permanently fixed signage they will always be seen as 'working', similarly if Tesco's demanded that staff who worked for them wear company uniform all of the time when they were not working; or would a SCDC employee who uses their vehicle for travelling to and from work (or indeed work related travel) want an SCDC crest affixed to the doors permanently? Many drivers are part-time and supplement their main income by driving at weekends, again they would be forced to use a vehicle for their daily activities with adhesive signage affixed 24/7. From our own experience of adhesive vehicle signage, when left on a vehicle for a period they cause damage to the vehicles paintwork, which then adversely effects the residual value of the vehicle significantly. Furthermore, PHV's are often targeted by thieves PHV's are often targeted by thieves signage affixed to a vehicle, you are making them easier to identify to criminals. We believe that this signage should be magnetic, either as part of the Operators signage or separate.

Policy amended to allow magnetic

Operator

2.22 Age limits for first licensing; Not in favour of four year rule from five as five years affords drivers decent flexibility when acquiring/considering new/replacement vehicles. Furthermore it can never make sense (environmental or aesthetic) that a well-used vehicle of say, 3 years and 10 months old with over 100k miles on the clock can be licensed when one of 4 years on 1 month with limited previous use and just 20-30 k miles on it cannot be licensed. Additionally, would like to encourage council/members to consider extending any agreed age limits for Hybrid/electric/ ultra-low emission vehicles for obvious reasons and to encourage driver take-up of such vehicles.

Policy amended to allow more flexibility for hybrids./electric etc

Operator

I think should increase the age of the vehicle from 5 year old to 7 years as cars these days are expensive and very reliable

member decision

Driver

Door signs to say Insurance invalid unless pre booked ( or similar)

already proposed

Resident

No issues with the current system

Driver

Happy with this

Driver/  
Operator

MoT from new and limit use to 8-9 yrs

currently 1yr and no upper limit subject to passing mechanical test yrly

Resident

Tyres and wheels, This condition states that “all vehicles shall carry in accordance with manufacturers’ recommendations a correct fitting spare wheel and tyre and all necessary tools for wheel changing”. We believe this condition is overly restrictive and does not keep pace with the changing nature of the vehicle industry and the equipment that is now provided by many vehicle manufacturers as standard in the event of a puncture. A more appropriate condition might be to state that the vehicle must carry a method for dealing with a tyre should it become defective and that this method must be in accordance with the manufacturer’s specification which may include a full size spare wheel, space saver spare wheel, run-flat tyres or emergency tyre sealant and compressor / inflator pack. Fire extinguisher - As outlined above in our response to the Proposed Taxi Licence Policy we believe that the decision to carry a fire extinguisher should be left to the discretion of the driver. Exterior signs - Condition 6c requires front door signs to include ‘the name and telephone number of the Operator fulfilling the booking’. This requirement does not reflect that increasingly bookings can be made via other channels including e-mail, website or via an app - and therefore requiring the inclusion of a telephone number can be redundant. We believe the condition should be updated to reflect the variety of ways in which passengers can now make a booking for a private hire vehicle. Condition 6d meanwhile requires that rear door signs must be permanently affixed and not magnetic. In our experience across multiple cities such a requirement can often have unintended consequences for drivers. Permanent vehicle livery can render private hire vehicles a more prominent target for opportunist thieves or vandals. There can also be an unintended impact on the value of a driver’s car when stickers are applied - both in terms of resale value, but also in terms of the driver’s ability and willingness to use the car for personal or family use. We believe that drivers should have the option to use magnetic signs on the rear doors (as they do on the front doors), with penalty points assigned to drivers who fail to comply with this condition as part of the Council’s Penalty Point Policy outlined at Appendix G. Permanently fixed door signs not good idea for those who use vehicles privately or for exec work

Various points here already addressed.	Point
relating to tyres will be for member consideration	Operator
member decision	Driver
member decision	Driver
already proposed	Driver

Why have 1st aid kits & fire extinguishers ? Companies require specialist training to use such equipment

Permanent door signs should have - Not insured if not prebooked

would like to see 2 Mot's per year

not proposed

Driver

2.22 The vehicle age limits should remain as they currently are for vehicles being licenced for the first time, the cost difference between a four year old vehicle compared to one that is five years old is significant. Furthermore, if exceptions are being placed on Executive vehicle then their age at first licence should be comparable to all other licenced vehicles. If there is to be any changes to age limits on first licence, it should relate to ULEV's which should be permitted to be first licensed up to six years old to encourage driver uptake and the Councils green credentials.

member decision

Operator

**DBS checks**

Happy to participate

Driver/  
Operator

Drivers must be DBS checked as suitable for being in the sole company of women, children and vulnerable adults.

all checks are enhanced

Resident

Introducing a new DBS service we are supporting this proposal

Driver - CDA

Any DBS checks must be audited by the council, annually and for new staff.

update service would address this Resident

3.20 proposes that 'in exceptional circumstances, should any applicant require the council to complete a DBS check on their behalf, a fee will be payable to the council at the time of the appointment'. This would suggest that you (council) are moving away from facilitating the applications for DBS checks as part of the application process for drivers but are hoping they will get these "carried out at any officially recognised body'. This proposal gives me great cause for concern in my position as General Manager of a large operator and therefore someone who advises driving applicant's about the processes they need to go through, and here is why: 1. If you are NOT moving away from undertaking DBS applications for drivers at the point of licensing/renewal and are still happy to undertake them electronically as you do now, then the wording in 3.20 is seriously misleading and needs re-writing to be explicit. 2. It is my experience that it is not possible to obtain an enhanced DBS possible to obtain an enhanced DBS 'other officially recognised bodies' you may be alluding too. I have called four such facilitators today and none of them can do enhanced checks for individuals wanting to be taxi drivers

Operator

without some kind of agreement in place with the relevant local authority – and even then this requires the individual concerned to get his/her ID's verified and stamped and copied by a post office before sending them over to the 'recognised body', so this creates another hoop for drivers to go through and incurs additional costs at the post office. Reproduced here is some of the info lifted from their websites: Personnel Checks says: Can I apply for an Enhanced Criminal Record Check? An Enhanced check is only available for organisations to access on behalf of their employees, rather than to individuals. The certificate is sent to the applicant's home address and they are required to show it to their employer prior to starting any job. Online DBS Ltd says: 1. A. The DBS does not allow individuals to request a Standard or Enhanced Disclosure. You can, apply for a DBS check if this has been requested by an organisation that is allowed to do so. UCheck : 0843 178 0818 I spoke to these on the phone and they confirmed they do not undertake enhanced checks for individuals – there has to be an 'employer' with a formal agreement with them involved. Capita PLC website says: WHO CAN REQUEST A DBS CHECK? An employee, or a job candidate cannot request a check on themselves. Only employers, or umbrella companies authorised to conduct a check on an employer's behalf can request a check.

Operator

3. 3.23 of your proposed policy suggests that each driver must sign-up to the Update Service – I agree with this and know/can see the benefits, but it also goes onto say that drivers must 'nominate the council to receive updates'. I have helped many drivers updates'. I have helped many drivers a user myself but I am not aware of the ability within it to 'nominate a council' or how you would go about this. It may be me that's ignorant but I think this needs properly looking at before publishing that it is possible – and if it is – how so? Overall, I hope I have been able to explain why I think these parts of the policy would not work set out as they currently are and that it may be prudent to undertake further research before publishing in the present proposed form. In particular, I would be keen to hear whether the council really are intending to only facilitate checks in 'exceptional circumstances' as there seems to be a serious lack of as there seems to be a serious lack of there.

Operator

Strongly agree with

Operator

fully support more stringent convictions policy for all applicants, however who pays?  
Applicant or SCDC  
Should only apply to new drivers

Applicant but update service is cheaper over 3yr licence

Driver  
Driver

Fully concur with this but who pays, will fees increase?

see above

Driver

	Should only apply to new drivers		Driver
	Totally agree you should be notified immediately of any convictions		Resident
	Is there more that could be done here in light of the current climate?	we believe we are doing all we can at present	Driver/ Operator
	Introduction of new DBS process, again probably a good idea		Driver
	No problems with these proposal		Driver/ Operator
	Amendment to allow drivers who have subscribed to update service not having to apply for 3yr check	update service would replace 3yr check This is what officer intended	Business
	Agree with barring process		Operator
	Agree with stringent policy		Operator
	Agree with more stringent convictions policy		Resident
	12.g To best of our knowledge there is no mechanism within the Update service to 'nominate' a council to receive updates. We are in favour of signing drivers to update but are not sure such a nomination facility exists – needs investigation	being investigated	Operator
<b>Operators</b>	requiremet for operator to have base in district has no safety issues	member decision, Legislative interpretation	Resident
	I would like to see much more control of planning and licensing of, particularly, the bases and workshops for Taxi companies. Butler Meltax set up in a building very close to home in a residential area, initially they caused terrible traffic and parking problems, gridlocking the road. Despite complaints residents were completely powerless to affect any kind of policing of what was and still is entirely unsuitable use of the building - seven days a weeks at times and on public hoidays that and the parking of large numbers of cars and vans. Impact and nuisance to residents, parking of large numbers of cars and industrial estates not in residential roads.	planning and licensing are separate legal entities and have very different points to consider when granting permissions	Resident

Operators must ensure that their cabs remain within SCDC and not work largely in Cambridge

legislation permits this activity  
SCDCc cannot overrule

I think should extend it from one year to three years like the badges

Operators have this option as of  
2016 can already have a 1 or 5 yr  
licence

Driver

We note that the decision not to grant a licence to operators whose premises are located outside the local authority area is to ensure that proper regulation and enforcement measures may be undertaken by the Council and is in no way intended to be a restraint of trade. However we would argue that the specific location of the operator's premises should have no impact on the Council's ability to regulate an operator and enforce compliance with the conditions of their licence. For example Guilford Council recognise as part of their operator conditions there should be no mandatory requirement for an operator to have an office within the Council's jurisdictional area - providing it is not open to the public (unless the operator also holds an operator's licence from that local authority), and providing the operator can produce any operating records in an electronic format in a timely manner.

member decision

Operator

Complaints - This condition states that "the licensee shall immediately on receipt, notify the Licensing Officer of any complaints received and any proposed action". We would suggest that the condition might result in the Council being inundated with a large volume of complaints that are largely trivial in nature, for example Council being inundated with a large volume of complaints that are largely trivial in nature, for example safety and protection which we expect are the Council's primary concern. Rather than require that each and every complaint is reported to the Council, however trivial, we would suggest that South Cambridgeshire adopt the approach taken by Councils such as Liverpool City Council and Leeds City Council in mandating the types of complaint that must be reported. These typically include: Allegations of sexual misconduct, sexual harassment or inappropriate sexual attention; Racist behaviour; Violence; Dishonesty; Equality breaches; Allegations of sexual misconduct with a child or incidents of child sexual exploitation. The Council would of course reserve the right to demand access to the operator's complete record of complaints received should it have reason to do so.

Policy amended

Operator

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	Would like to see record keeping to be amended to a minimum of 2 years. This will allow for non tax evasion and a solid record should an issue arise at a later date	Policy amended	Driver/ Operator
	Should return to licensed area once job is complete	legislation allows vehicles to remain out of district	Driver
	Happy with the process		Operator
	Operators should charge less ( to the driver) to be on their circuit around £120 to £140/wk	Not within powers of SCDC - Business agreement between Operator and driver	Driver
<b>Drivers</b>	Making e-mail addresses mandatory is extreme, many drivers do not have addresses	Policy amended	Business
	Lanyards can be used as weapons and being "worn" can actually hide from public view	we don provide lanyards Don't use lanyards and worn is stated in legislation	Business
	These I find acceptable but would like to see all hire car drivers in shirt and tie. Drivers should also start and finish within the authority of where the licence was issued	wearing of clothing - member decision journey type - legislation permits	Driver/ Operator
	Too intense, too much time someone has in your office, fat cats?	I know I am overweight BUT a CAT??	Driver
	Safeguarding training	Proposed	Resident
	Introduce an English test	Covered by knowledge test	Resident
	Great overall		Driver
	English test	Covered by knowledge test	Driver
<b>Penalty Points</b>	15 - suggest brackets ( unless subject to appeal where the suspension is not with immediate effect	Policy amended	Business
	33. add in brackets (HC)	Policy amended	Business

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59 4 to 12 points for appealing against points ?? Really??	????	Business
Made me laugh, your only a small council		Driver
Great idea. Is there more that can be done here?		Driver/ Operator
All convictions need to be judged on a case by case basis. In all but the most serious cases, having incurred a penalty imposed by law should be enough to curb all but the most reckless of drivers from offending again. In the most serious cases, where a driving licence has been suspended there should be no need to impose further financial penalty, but if the person reapplies for a taxi/PH licence then it should be subject to review and possible further sanction	Not sure as to the point being raised?	Driver