

ESSENTIAL REFERENCE PAPER 'B'

Public consultation has taken place on the draft revised policy.

The questions for consultation were;	The responses were;
Do you agree that convictions relevant to the 'fit and proper standard, should be considered in accordance with a written policy?	Yes; 12 No; 1
Do you agree that some refusals and revocations should be delegated to Officers?	Yes; 9 No; 4
Do you agree that the Committee should leave unchanged the matters it proposes to leave unchanged?	Yes; 10 No; 4
Do you agree that an expired DVLA photo card should suspend the taxi driver's licence?	Yes; 9 No; 4
Do you agree that applicants should be under an ongoing obligation from making the application, to being licensed, to declare any matter that has any relevance to their fitness and propriety to hold a taxi licence?	Yes; 13 No;
Do you agree that pending hearings with other licensing authorities to consider revocation or suspension of a taxi proprietor or drivers, or operators licence, is information	Yes; 12 No; 1

<p>relevant to fitness and propriety to hold a taxi licence, that must be declared?</p>	
<p>Do you agree that failing to provide change of name and address by drivers is a matter that should attract the option of Licensing Record Points?</p>	<p>Yes; 10</p> <p>No; 3</p>
<p>Do you agree that Operators that employ Controllers who are not themselves licensed taxi drivers, should have and should submit as part of their application, an 'Employee Convictions Policy' that will include at least a Basic Disclosure check on Controllers in their employment?</p>	<p>Yes; 8</p> <p>No; 5</p>
<p>Are there any categories of offences that should be put into a more serious, or less serious category?</p>	<p>None; 10</p> <p>1; Anyone with a serious criminal record or previous record is not a fit person.</p> <p>2; ABH,GBH,Assault, Sexual Assault,Verbal Assault and Over Charging</p> <p>3; Over charging customers</p>
<p>Should any of the suggested time limits be increased or reduced?</p>	<p>None; 13</p>
<p>Should any additional delegations be given to Officers, or removed from them?</p>	<p>None; 11</p> <p>Yes (no further detail given); 1</p> <p>1; The officers need to get out of the office more often, and police</p>

	<p>the trade better, to make sure all drivers are acting to the rules of the taxi trade</p>
<p>Are there any other changes you consider the Licensing Committee should make to their policy?</p>	<p>None; 7</p> <p>Yes (no further detail given); 1</p> <p>1; Yes; Private Hire Vehicles should have notices on the passenger doors to the effect that the passenger is not insured if the journey is not pre-booked.</p> <p>2; I should like there to be some way of the licensing process requiring explicitly that taxi drivers comply with parking controls in our towns and villages and for there to be a process for reviewing compliance as part of the licensing process.</p> <p>3; Number of vehicle licences issued</p> <p>4; Suspend any driver caught smoking in the car for two weeks or more including e cigarettes</p> <p>5; they should do something about the number of drivers that use their mobile phone when driving</p> <p>6; make it easier for customers to be able to complain.</p> <p>7; (1) What does affect drivers is the lack of enforcement regarding touting for work by private hire cabs on the streets of Hertford, the ranking up on unofficial ranks that has a direct effect on the cabs that play by the rules and this has an extremely negative impact on earnings that in turn is causing real</p>

ill feeling.

In these times of recession making a living is hard enough, maybe an answer would be to use the taxi marshals In a more constructive way, do we need 2 marshals at the fore street rank, opening the doors for punters ? They could be better used patrolling the area, returning to fore street at peak times to manage the late rush.

I know my thoughts are held by the majority of licensed taxi drivers that operate in Hertford.

(2) The current system works very Well and needs to be maintained for the benefit of all concerned

8; Yes. The number of Taxi/Private hire licences should now be capped, because;

1) There is not enough rank space. Yes, you can argue that you don't have to provide us a parking space, but this avoids the issue. We cannot safely park our taxis as things are, and if you don't do something it will only get worse.

2) It is becoming harder to earn an adequate living due to the amount of drivers' increasing, disproportionately to the amount of work available, which has declined due to the current economic situation. In layman's terms, the pie is not getting any bigger, but more people are eating it, therefore the portions are smaller. Please consider a similar comparison; if you're office employed another 20 people, not only would you have less work to do, resulting in less

hours and less money, they wouldn't have anywhere to sit.

3) Other licensing areas have capped the amount of licences available, so why can't East Herts do the same? Others have a 'one out, one in' policy with a waiting list. Currently, I feel that you are not looking after our interests as taxi drivers, but happily accepting the revenues generated by issuing more licences. This gives me, and probably others no confidence in the council whatsoever.

Putting it bluntly, I myself am not earning what I was 10 years ago, and am currently netting below the minimum wage. For an established operator I feel this is totally unacceptable. The council has made this situation worse by allowing so many licences to be issued. You must be able to see my point. In my opinion, it would be wrong of you to take the attitude of 'we can't stop people becoming a taxi driver if they want to'. That is unjust. After all, I would love to be a taxi licensing officer, and so would 20 of my colleagues, but I bet we wouldn't be accommodated; You probably don't have the room.