

Summary of Responses to Statement of Licensing Principles

Please note: this is only a summary of the key points raised in consultation responses, the full responses are available to the sub-committee

Consultee (P=public, T=trade)	Observations	Comment / Action Taken	Amendments to Licensing Policy
Mr K S Minhas (T)	Hackney carriage wheelchair accessible percentage to be raised from 10% to 20%	The current 10% requirement is working well with some evidence of lack of demand which can be resolved by the proposed introduction of a similar percentage WAV requirement for private hire vehicles. A further increase would be restrictive to new entrants to the trade.	Section 2.7.4 Option 1 included in Policy
	Introduce a 20% wheelchair accessible percentage for private hire vehicles too	The Council has a duty to ensure sufficient WAV provision and ensure a balance between hackney carriages and private hire. Without a similar private hire percentage, new entrants to the private hire trade have an unfair advantage over new entrants to the hackney carriage trade	Section 2.7.5 Option 5 included in the Policy
H Jaspal (T)	No new vehicle plates to be issued	This would not be possible without an unmet demand survey, paid for by the licence holders, that demonstrated that it was reasonable to cap the number of available licences	None
	Double the cost for existing vehicle plates	Licensing fee case law prohibits a Council charging more than it's reasonable costs of administration and enforcement	None
	Ban all diesel vehicles	The Policy includes a proposal to move towards environmentally friendly vehicles	None
	Don't introduce 'no idling' as drivers need to keep warm in the winter	No idling is an important measure in support of the Council's declaration of a climate emergency	Option 1 included in Policy
Lee Harker (T)	Clarification of seating arrangements in MPV particularly removing the need to have rear facing seats	Original Manufacture's Specification will now be permitted providing that the Council are satisfied the vehicle is suitable	Included in Policy
	Consideration of a separate policy for executive private hire vehicles	Not necessary as the existing Policy adequately covers these vehicles	None
	Keep with Government guidelines for uLEVS and electric vehicles rather than introduce an earlier local requirement	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording
	Should not be mandatory for all vehicles to have sufficient boot space to carry a folding wheelchair, particularly if the vehicle is a wheelchair accessible vehicle	All vehicles other than WAVs should have sufficient boot space to carry a folding wheelchair	Policy amended
Krzysztof Kiersztejn (T)	Should we be removing the requirement for a licensed vehicle to carry a fire extinguisher?	It was confirmed by the Fire Service that there is a risk of extinguishers exploding in hot weather and their advice was to get out of the vehicle and not tackle a fire. Driver feedback during Compliance Tests confirmed that drivers would not use them in the case of an emergency.	None
	Section 2.4.4 is misleading and should be removed	Section 2.4.4 does not relate specifically to idling but to environmental considerations in general	None
	Section 2.4.5 Option 1 is recommended and the issuing of FPNs should be introduced for failure to comply with Rule 123 of the Highway Code, Reg 98 of the Road Vehicles Regulations 1986, Section 42 of the Road Traffic (vehicle emissions) Regulations 2002 and section 87 of the 1995 Environment Act	Council staff are not authorised to issue FPNs for road traffic offences, it's a matter for the police. Option 1 is supported by officers.	Option 1 included in Policy
	Section 2.4.6 supported	Agreed	Included in Policy
	Section 2.4.7 supported as well as a sliding scale of fees so that the most polluting vehicles pay higher fees	Licensing fee case law prohibits a Council charging more than it's reasonable costs of administration and enforcement so a 'pollution premium' is not lawful	None
	Section 2.4.10 Option 3 supported	Agreed, but will only be implemented when charging facilities and ranks have been created	Option 3 included in Policy
	Section 2.4.14 - 2.4.16 Option 1 supported but with immediate effect not from 1 January 2028 (with section 2.4.16 being 2025 not 2035) *	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording

Rod Hart (P)	Section 2.7.4 does not relate to the number of people claiming disability benefit so does not make sense. Additionally, wheelchair accessible uLEVS are not yet widely available	The number of WAVs is based more on an assessment of whether or not there are insufficient WAVs to meet the needs of our customers. Basing the percentage on statistics is not practicable for many reasons	None
	Section 2.7.5 all private hire vehicles should comply with section 2.4.14 Option 1 as amended (see above *)	The Council has a duty to ensure sufficient WAV provision and ensure a balance between hackney carriages and private hire. Without a similar private hire percentage, new entrants to the private hire trade have an unfair advantage over new entrants to the hackney carriage trade	Section 2.7.5 Option 5 included in the Policy
	Section 2.11.3 internal advertising should encourage passengers to report vehicles that leave their engines idling by providing reporting details	Section 2.11.3 relates to external advertising	None
	Section 2.19.1 not supported	The existing policy has caused no issues to date	None
	Section 2.29 not supported	LPG is still a viable environmentally friendly option	None
	Section 2.39 not supported and no limousines should be licensed	There are currently no limousines licensed by the Council however we should not have a policy to automatically preclude them	None
	Section 5.4.1 to be extended to include a statement of CO ₂ and NOX for non-uLEVs	The Policy includes a proposal to move towards environmentally friendly vehicles therefore this would be unnecessary	None
	Section C.1.3 to be extended to include not allowing a vehicle to idle whilst stationary	Agreed	Included in Policy
	Section C.1.4 to be extended to include not allowing a vehicle to idle whilst stationary	Agreed	Included in Policy
	Appendix D to be amended for failure to comply with no idling from 4 penalty points to 12 penalty points	Not supported, 12pts in reserved for the most serious offences and would be excessive in this case	None
	Appendix E to be amended to only allow uLEV limousines to be licensed	Not supported, uLEV limousines are not widely available	None
Mukthiar Singh Thind (T)	Transition to uLEVs or electric vehicles to be delayed due to the current financial climate	The date chosen reflects the current financial climate	None
	Clarification of whether the licence holder would be responsible for the cost of DBS checks for staff	The private hire operator would be responsible for the costs relating to their own staff	Clarification added to Policy
	No idling would impact on the drivers' ability to stay warm in cold weather	No idling is an important measure in support of the Council's declaration of a climate emergency	None
	Wheelchair accessible percentage of hackney carriages should be increased	The current 10% requirement is working well with some evidence of lack of demand which can be resolved by the proposed introduction of a similar percentage WAV requirement for private hire vehicles. A further increase would be restrictive to new entrants to the trade.	Section 2.7.4 Option 1 included in Policy
	Concerns over boot space requirements as a popular hybrid vehicle has a small boot	Sufficient boot space is an important requirement and each vehicle will be assessed against this Policy	None
	Clarification of seating arrangements in MPVs required when manufacturer's specification is currently prohibited	Original Manufacturer's Specification will now be permitted providing that the Council are satisfied the vehicle is suitable	Included in Policy
	Printed receipts are not practicable or cost-effective given the advances in technology and the ability to text/mail a receipt	Agreed, printers will not be a mandatory requirement due to technological developments	Policy amended
	Prime location ranks should not be prioritised for environmentally friendly vehicles due to the lack of rank space in all towns	Incentives to encourage the transition to environmentally friendly vehicles supports the Council's declaration of a climate emergency	None
	Consideration needs to be given to the financial impact of changes on companies that own a number of vehicles in the current economic climate	The majority of the proposed amendments are included in the Government's Statutory Guidance and will become a national standard	None
	Further discussion with the trade on proposals should take place before implementation	The Committee will be adopting a Policy following a public consultation - a further consultation would only delay the decision and result in the need for a further of the Committee	None
	Section 2.4.5 Option 2 supported	Not supported as difficult to enforce	Option 1 is in the Policy
	Section 2.4.6 not supported	The inclusion of stickers is a valuable part of education and enforcement	None
	Section 2.4.8 not supported	Disagree	None
	Section 2.4.10 Option 3 supported with the inclusion of Euro 6 rated vehicles until Government phases out petrol and diesel vehicles	Agreed, but will only be implemented when charging facilities and ranks have been created - Euro 6 rated vehicles not included	Option 3 included in Policy

Saiful Hoque (T)	Section 2.4.14 Option 1 supported	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording
	Section 2.7.4 Option 1 supported	The current 10% requirement is working well with some evidence of lack of demand which can be resolved by the proposed introduction of a similar percentage WAV requirement for private hire vehicles. A further increase would be restrictive to new entrants to the trade.	Section 2.7.4 Option 1 included in Policy
	Section 2.7.5 Option 2 supported	The Council has a duty to ensure sufficient WAV provision and ensure a balance between hackney carriages and private hire. Without a similar private hire percentage, new entrants to the private hire trade have an unfair advantage over new entrants to the hackney carriage trade	Section 2.7.5 Option 5 included in the Policy
	Section 2.7.9 supported	Agreed	Included in Policy
	Section 2.8.5 supported	Agreed	Included in Policy
	Section 2.10.1 not supported	Disagree, case law has determined that once a vehicle is licensed it is licensed 24/7 even during private use. The Policy requirements must be met at all times unless an exemption certificate has been issued.	None
	Section 2.18.3 supported	Agreed	Included in Policy
	Section 2.20.3 supported	Agreed	Included in Policy
	Section 2.26.3 Option 3 supported	Agreed	Included in Policy
	Section 2.28.5 supported	Agreed	Included in Policy
	Section 2.36.2 Option 1 supported	Disagree	Option 3 with a caveat that the time can be extended if the driver is in custody or hospital
	Section 2.38 supported	Agreed	Included in Policy
	Concerns over the increased penalty points for most offences in the Penalty Point Scheme	Disagree, the penalty points scheme is proportionate to the range of offences	None
		Concerned about the impact of the proposed changes on businesses still suffering from the financial impact of the pandemic, particularly the bigger companies with a larger fleet of vehicles	The Policy seeks to ensure a reasonable balance between the financial impact on businesses, supporting the new National Statutory Standards, meeting the licensing principles and promoting the Council priorities
Supports the removal of petrol and diesel vehicles from 2035 in line with Government proposals due to the financial impact on businesses and the poor availability of electric/hybrid vehicles in a fast changing technological age		The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording
Where possible keep hackney carriage and private hire requirements the same as the public are unlikely to be aware of the difference between the two vehicle types		Wherever possible this is the aim of the Policy however there are some necessary differences	None
Section 2.4 supported		Agreed	Included in Policy
Section 2.4.4 is too limited in its definition		Agreed	Definition extended
Section 2.4.5 Option 2 supported		Not supported as difficult to enforce	Option 1 is in the Policy
Section 2.4.6 not supported		The inclusion of stickers is a valuable part of education and enforcement	None
Section 2.4.8 appears to focus on towns with ranks at the detriment to other towns and villages		The intention is to reduce emissions in the residential areas where a large number of licensed vehicles congregate	None
Sections 2.4.10 - 2.4.12 Option 3 supported initially with a move towards Option 2 or 1 in 7 to 10 yrs.		Agreed, but will only be implemented when charging facilities and ranks have been created	Option 3 included in Policy
Sections 2.4.14 - 2.4.16 Option 4 supported due to the financial impact on companies with multiple vehicles		The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording
Section 2.4.17 too vague		Deliberately vague to allow flexibility as more schemes/offers become available	None

Jayne Bratton (P)	Section 2.7.4 and 2.7.5 supported in principle but concerns over the unsubstantiated percentage requirement - should each company be required to provide a percentage of their fleet as WAVs to ensure fairness?	The demand for WAVs is kept under review to ensure sufficient vehicles are available. A significant proportion of our licence holders are self-employed with one vehicle so a fleet percentage would be unfair	None
	Section 2.7.8 supported in principle but could be extended to include texts	The Council is looking at software that will allow text messaging and it will be included by way of a minor amendment once it is available	None
	Section 2.11.3 not supported as it seems an unfair restriction on income generation for licence holders and prevents local businesses from an advertising opportunity	Agreed, advertising revenue would benefit the trade in the current financial climate so this section will be removed	Removed from Policy
	Section 2.26.2 - 2.26.4 Option 2 supported initially moving to Option 3 in three years time	Technological advances mean that customers are carrying less cash so card payments, particularly contactless should be encouraged. It also increases driver safety as they are not carrying cash.	Option 3 included in Policy
	Section 2.36.1 and 2.36.2 Option 1 supported but more clarity required	It is important for maintaining public safety that any accident damage is reported at the first available opportunity to ensure the vehicle remains roadworthy and compliant with policy	Option 3 with a caveat that the time can be extended if the driver is in custody or hospital
	Section 2.36.4 could be expanded to include virtual inspections rather than the need to attend an inspection in person	The proposed wording does not preclude virtual inspections indeed photographic evidence has been accepted on a case-by-case basis	None
	Section 2.38 should be optional at all times not just during a pandemic	Agreed and the proposed wording allows for screens for reasons of driver safety not limited to pandemics	None
	Section 3.10 should make allowance for persons that have attended training elsewhere and should be extended to offer virtual training rather than attend in person	Every application is considered on a case-by-case basis so existing training may be deemed suitable. The section doesn't preclude virtual training so no amendment is required	None
	Section 4.2.3 and 5.4 needs further definition and should be provided at cost to assist businesses	The cost of additional DBS checks will be the responsibility of the applicant, the Council does not subsidise businesses	None
	Clarification needed in sections 5.5.4 and 5.5.5	Wording improved however this represents an existing provision that is working well	Improved wording
	Section C.4 needs a definition	A definition is not practicable due to the range of property that may be left in a vehicle - common sense should prevail	None
	Section G.1 should refer to the NHDC Complaints Policy if there is an issue with administration by the licensing team	Agreed	Policy amended to include this and the right of appeal to court
	Inconsistency in capitalisation of headings	Policy reviewed for inconsistencies	Amended
	The process of obtaining a licence is too long and prevents companies from recruiting drivers when they need them	All aspects of the components required to obtain a licence are essential to ensure that public safety is maintained and licence holders meet the high standards required in North Hertfordshire	None
Jalil Atoufi (T)	Assistance needed due to the over subscription of station permits	The issuing of station permits is a matter for the railway authorities	None
	Licences should be restricted to residents of North Hertfordshire	Not lawful	None
	Drivers on radio circuits should not be allowed to work at the station	This is not a matter within the control of the Council	None
Christina and Ivars Boss (T)	Section 2.18.3 supported	Agreed	Included in Policy
	Section 2.4.5 not supported as drivers will need to keep warm and will drive around town if they cannot idle so that defeats the environmental agenda	No idling is an important measure in support of the Council's declaration of a climate emergency	Option 1 included in Policy
	Section 2.10.1 not supported	Disagree, case law has determined that once a vehicle is licensed it is licensed 24/7 even during private use. The Policy requirements must be met at all times unless an exemption certificate has been issued.	None
G W Howe (P)	Encourage the transition to electric vehicles asap	The Policy includes a proposal to move towards environmentally friendly vehicles	None
	Section 2.4.5 Option 2 supported	Not supported as difficult to enforce	Option 1 is in the Policy
	Section 2.4.10 Option 3 supported	Agreed, but will only be implemented when charging facilities and ranks have been created	Option 3 included in Policy
	Section 2.4.14 Option 3 supported	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording

Keith Simpkins (P)	Section 2.7.4 Option 2 supported	The current 10% requirement is working well with some evidence of lack of demand which can be resolved by the proposed introduction of a similar percentage WAV requirement for private hire vehicles. A further increase would be restrictive to new entrants to the trade.	Section 2.7.4 Option 1 included in Policy
	Section 2.7.5 Option 1 supported	The Council has a duty to ensure sufficient WAV provision and ensure a balance between hackney carriages and private hire. Without a similar private hire percentage, new entrants to the private hire trade have an unfair advantage over new entrants to the hackney carriage trade	Section 2.7.5 Option 5 included in the Policy
	Section 2.26.2 Option 2 supported	Disagree, card payment should be available in all vehicles	Option 3 included in Policy
	Section 2.36.1 Option 3 supported	Agreed	Option 3 included in Policy
Lucy Pinkstone	Protective screens are sensible during the pandemic but under normal circumstances passengers should be allowed to sit in the front seat as those with a hearing difficulty need to be able to lip read the driver	There is no current restriction preventing the use of the front seat, it is the driver's discretion	None
	Licensed vehicles should be required to offer payment by card due to advances in technology	Supported with a caveat that it needs to be phased in	Policy amended
Syed Rahman (T)	The system of mileage charged by companies to drivers is unfair	This is not a matter within the control of the Council	None
Kathy O'Brien (P)	Section 2.4.5 Option 2 supported	Not supported as difficult to enforce	Option 1 included in Policy
	Section 2.4.10 Option 1 supported	Incentives to encourage the transition to environmentally friendly vehicles supports the Council's declaration of a climate emergency	Option 3 included in Policy
	Section 2.4.14 Option 3 supported	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording
	Section 2.4.16 Option 3 with date reading 2028 not 2035	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Option 2 included in Policy
	Section 2.7.4 Option 3 supported	The current 10% requirement is working well with some evidence of lack of demand which can be resolved by the proposed introduction of a similar percentage WAV requirement for private hire vehicles. A further increase would be restrictive to new entrants to the trade.	Section 2.7.4 Option 1 included in Policy
	Section 2.26.3 Option 3 supported	Agreed	Option 3 included in Policy
	Section 2.36.1 Option 2 or 3 supported	Agreed	Option 3 included in Policy
R F Carswell (P)	Section 2.4.4 'dependant' should be replaced with 'dependent'	Agreed	Policy amended
	Section 2.4.5 Option 2 supported	Not supported as difficult to enforce	Option 1 included in Policy
	Section 2.4.6 not supported	The inclusion of stickers is a valuable part of education and enforcement	None
	Sections 2.4.10 - 2.4.12 Option 3 supported with a further review in 5-10 years time	Agreed, but will only be implemented when charging facilities and ranks have been created	Option 3 included in Policy
	Sections 2.4.14 - 2.4.16 Option 1 supported	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording
	Section 2.7.4 Option 1 supported	The current 10% requirement is working well with some evidence of lack of demand which can be resolved by the proposed introduction of a similar percentage WAV requirement for private hire vehicles. A further increase would be restrictive to new entrants to the trade.	Section 2.7.4 Option 1 included in Policy

	Section 2.7.5 Option 1 supported	The Council has a duty to ensure sufficient WAV provision and ensure a balance between hackney carriages and private hire. Without a similar private hire percentage, new entrants to the private hire trade have an unfair advantage over new entrants to the hackney carriage trade	Section 2.7.5 Option 5 included in the Policy
	Sections 2.26.2 - 2.26.4 Option 3 supported	Agreed	Option 3 included in Policy
	Sections 2.36.1 - 2.36.2 Option 1 supported	It is important for maintaining public safety that any accident damage is reported at the first available opportunity to ensure the vehicle remains roadworthy and compliant with policy	Option 3 included in Policy
	Section 3.5.5 (ix) 'i.e.' should be replaced with 'e.g.'	Agreed	Policy amended
Avtar Mander (T)	Allow NHDC drivers to accept work from Apps like Uber or Ola	Agreed	Policy amended
Peter Ball (P)	Section 2.4.5 Option 2 supported	Not supported as difficult to enforce	Option 1 included in Policy
	Section 2.4.10 Option 3 supported	Agreed, but will only be implemented when charging facilities and ranks have been created	Option 3 included in Policy
	Section 2.4.14 Option 1 supported	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording
	Section 2.7.4 Option 2 supported	The current 10% requirement is working well with some evidence of lack of demand which can be resolved by the proposed introduction of a similar percentage WAV requirement for private hire vehicles. A further increase would be restrictive to new entrants to the trade.	Section 2.7.4 Option 1 included in Policy
	Section 2.9.2 - would support the introduction of an NHDC livery	This will be kept under review but is an unnecessary expense for the trade in the current financial climate	None
	Section 2.26.2 Option 3 supported including contactless payments	Agreed, most technology supports contactless payments	Option 3 included in Policy
	Section C2 should be extended from Driver Dress Code to Driver Dress Code and Personal Appearance.	Not supported	None
Sara Coles (P)	Section 2.4.5 Option 2 supported, including a requirement to enable start/stop technology if fitted	Not supported as difficult to enforce	Option 1 included in Policy
	Section 2.4.10 Option 1 or 3 supported	Incentives to encourage the transition to environmentally friendly vehicles supports the Council's declaration of a climate emergency	Option 3 included in Policy
	Section 2.4.11 should include 'or drop off pre-booked customers'	Agreed	Policy amended
	Section 2.4.13 Option 1 supported	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Option 2 included in Policy
	Section 2.7.4 Option 1 supported	The current 10% requirement is working well with some evidence of lack of demand which can be resolved by the proposed introduction of a similar percentage WAV requirement for private hire vehicles. A further increase would be restrictive to new entrants to the trade.	Section 2.7.4 Option 1 included in Policy
	Section 2.7.5 Option 1 supported	The Council has a duty to ensure sufficient WAV provision and ensure a balance between hackney carriages and private hire. Without a similar private hire percentage, new entrants to the private hire trade have an unfair advantage over new entrants to the hackney carriage trade	Section 2.7.5 Option 5 included in the Policy
	Section 2.26 Option 3 supported	Agreed	Option 3 included in Policy
	Section 2.36 Option 1 supported	It is important for maintaining public safety that any accident damage is reported at the first available opportunity to ensure the vehicle remains roadworthy and compliant with policy	Option 3 included in Policy
	Options 2 and 3 are contradictory in sections 2.36.1 and 2.36.2	This section explains the legislative position and the Council's own requirement for faster notification as a licence condition	None

Sonia Price (T)	Due to technological advances, private hire operators should be allowed to mobile work rather than hire a business premises	There is no current requirement to hire a business premises, a residential property can be used as an operating base provided it is within North Hertfordshire and officers are granted access	None
Fiona Allison (P)	Supports 'no idling'	Agreed	Included in Policy
	Supports the requirement for sufficient boot space to carry a folding wheelchair and/or passenger luggage but should be phased in as existing vehicles are replaced	Agreed	Included in Policy
Heather O'Dell (P)	Persons with a conviction for sexual offences should be precluded from being a licensed driver	The proposed policy is proportionate and allows for each case to be determined on its own merits	None
	Fire extinguishers should remain a requirement for licensed vehicles	It was confirmed by the Fire Service that there is a risk of extinguishers exploding in hot weather and their advice was to get out of the vehicle and not tackle a fire. Driver feedback during Compliance Tests confirmed that drivers would not use them in the case of an emergency.	None
Phil Calver (P)	CCTV in licensed vehicles should be mandatory to safeguard passengers	We encourage CCTV in licensed vehicles but do not mandate in the current financial climate as well as the difficulties of monitoring compliance with data protection regulations	None
Teimour Bakhtiar (T)	There are too many drivers competing for limited work so licences should be restricted geographically	Not lawful	None
Daniel Locke (T)	Reduce hackney carriage fares in line with neighbouring districts (approx. 20% reduction)	The setting of fares is a separate process within the remit of the Executive Member and will be subject to a separate consultation at the appropriate time	None
David Pearson (P)	For clarity, 'hackney carriage' should be replaced with 'taxi'	Agreed	Policy amended
Sue Kennedy (P)	Supports the policy but believes fire extinguishers should remain a requirement for licensed vehicles	It was confirmed by the Fire Service that there is a risk of extinguishers exploding in hot weather and their advice was to get out of the vehicle and not tackle a fire. Driver feedback during Compliance Tests confirmed that drivers would not use them in the case of an emergency.	None
Anna Redmond (P)	Supports no idling	Agreed	Included in Policy
Shamriz Khan (T)	Does not support no idling as drivers need the engine on to keep warm and charge their mobile phones	No idling is an important measure in support of the Council's declaration of a climate emergency	Option 1 included in Policy
Matthew Peirce (P)	Drivers should have mandatory bike awareness training	Not supported, any complaints about drivers will be investigated and appropriate action taken	None
Ivan Geddis (P)	Due to the likely obsolescence of electric battery vehicles now is not the time to set a policy removing certain fuel classes of vehicles; instead a maximum age limit of 20yrs for a vehicle would allow a gradual replacement with the most environmentally friendly vehicles	Disagree, 20yrs is too long to given the age of the majority of the current vehicles. The Policy includes a proposal to move towards more environmentally-friendly vehicles	None
Bill Stewart (T)	Companies are struggling financially due to the pandemic and the measures contained in the policy will create a financial burden; could the proposals be delayed or financial support offered?	No	None
	Supports no idling	Agreed	Included in Policy
	Supports the Government proposal of 2035 to remove diesel and petrol vehicles	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording
	Supports the current 10% WAV requirement for hackney carriages	Agreed	Included in Policy
	Does not support a percentage WAV requirement for private hire vehicles	The Council has a duty to ensure sufficient WAV provision and ensure a balance between hackney carriages and private hire. Without a similar private hire percentage, new entrants to the private hire trade have an unfair advantage over new entrants to the hackney carriage trade	Section 2.7.5 Option 5 included in the Policy
	Supports the boot size requirements	Agreed	Included in Policy
	Supports changing the MPV seating requirements to allow manufacturer's specification	Original Manufacture's Specification will now be permitted providing that the Council are satisfied the vehicle is suitable	Included in Policy
	Supports the removal of the requirement for fire extinguishers in licensed vehicles	Agreed	Included in Policy
	Does not support printers attached to taximeters due to the advancements in electronic technology	Agreed	Removed from Policy
	Supports the simplification of the penalty point scheme	Agreed	Included in Policy
Does not support the need for private hire operator staff to undertake safeguarding training due to logistical and financial implications for companies	Disagree, booking staff are the main point of contact with the public and may be able to spot safeguarding issues	None	

	Does not support the need for private hire operator staff to undertake DBS checks due to logistical and financial implications for companies	Disagree, this is a requirement of the new mandatory National Standards	None
Lynne Ceeney (P)	Section 2.4.5 Option 1 supported	Agreed	Option 1 included in Policy
	Section 2.4.11 Option 3 supported	Agreed, but will only be implemented when charging facilities and ranks have been created	Option 3 included in Policy
	The Council should be encouraging cycle rickshaws and other environmentally friendly methods of transport	Every application would be treated on its own merits	None
	Supports electronic rather than printed receipts however clear instructions must be given regarding GDPR and data retention	Agreed	Policy amended to include reference to GDPR
	Supports a reasonable level of English being a requirement for a driver	Drivers already have to display a suitable level of English through the verbal test requirement. Existing drivers can be suspended if there are communication problems until a verbal test has been passed	None
	Could NHDC work with the railway stations to ensure an adequate level of vehicles outside of traditional peak times as there is often a long wait	This is outside the Council's control as it cannot mandate what locations/hours drivers work	None
Tarek Elnemr (T)	Due to the financial impact of the pandemic, changing meters is not appropriate now	Sufficient notice was given of this requirement to allow for finances to be arranged	None
	NHDC should give all licence holders a free six-month licence due to the financial hardship being suffered	The Council does not subsidise businesses and needs to recharge its costs of administration and enforcement	None
Randhir Singh Bachra (T)	Supports DBS checks for all private hire operator staff	Agreed	Included in Policy
	Supports safeguarding training for all private hire operator staff	Agreed	Included in Policy
	Supports no idling where start/stop technology is not fitted to the vehicle	Agreed	Included in Policy
	Ultra low emission diesel vehicles (Adblue additives versions) should be included in future vehicle specification for prime location ranks	The Policy will remain under review as technological advances progress	None
	Removal of petrol and diesel vehicles should be 2035 in line with Government proposals	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording
	Hackney carriage WAV percentage should increase from 10% to 15%	The current 10% requirement is working well with some evidence of lack of demand which can be resolved by the proposed introduction of a similar percentage WAV requirement for private hire vehicles. A further increase would be restrictive to new entrants to the trade.	Section 2.7.4 Option 1 included in Policy
	Does not support the requirement for sufficient boot space to carry a foldable wheelchair if the WAV percentage is increased	Disagree, many wheelchair users refer travelling in non-WAV vehicles	None
	New vehicle licences should only be released when there is sufficient workload	This would not be possible without an unmet demand survey, paid for by the licence holders, that demonstrated that it was reasonable to cap the number of available licences	None
	Supports the removal of the fire extinguisher requirement	It was confirmed by the Fire Service that there is a risk of extinguishers exploding in hot weather and their advice was to get out of the vehicle and not tackle a fire. Driver feedback during Compliance Tests confirmed that drivers would not use them in the case of an emergency.	None
	Does not support the introduction of printers attached to taximeters due to the advance in technology	Agreed	Removed from Policy
Supports the simplification of the penalty point scheme	Agreed	Included in Policy	
Nafees Khan (T)	Section 2.4.5 Option 1 is not practical	No idling is an important measure in support of the Council's declaration of a climate emergency	Option 1 included in Policy
	Sections 2.4.10 - 2.4.12 not supported due to the financial impact and the fact that the technology is not currently in place	Incentives to encourage the transition to environmentally friendly vehicles supports the Council's declaration of a climate emergency	Option 3 included in Policy
	Sections 2.4.14 - 2.4.16 Option 4 supported as the others are not practical due to cost	The Council has declared a Climate Emergency and should not wait for the Government before taking appropriate steps. The choice of uLEVs rather than electric allows for further technological developments without precluding any future technology	Section 2.4.14 Option 2 included in Policy with amended wording

	Sections 2.10.1 not supported	Disagree, case law has determined that once a vehicle is licensed it is licensed 24/7 even during private use. The Policy requirements must be met at all times unless an exemption certificate has been issued.	None
	Section C.4.3 not supported as the police will not accept lost property	The police will accept a report of lost property so they can refer any enquiries to the person holding the property	None