

[REDACTED]
Peterborough 21220
Mackney [REDACTED]

To Mr Robinson


Regarding to your proposals of compulsory NVQ course and cctv system I like say that I couldn't agree more on the latter as driver/passenger safety is very important and if it does become compulsory it should be funded by either the council the Government or the European union as for the NVQ course it should be optional for current drivers and compulsory for future drivers. I look forward to hearing from you and I like to wish a merry Christmas and a happy new year

Thank you

[REDACTED]
[REDACTED]

ENFORCEMENT DEPARTMENT
23 DEC 2008
PETERBOROUGH CITY COUNCIL

Taxi Enforcement Office
The bungalow
Bridge house
Town bridge
Peterborough
PE1 1HU


Peterborough
PE1 3DY

15th November 2008

Attention for Ian Robinson

REF: Proposed changes in licensing Conditions

I have an objection to this matter because I am self employed and it's hard to earn the money I have four children and I am also paying the mortgage and bills and there is also a credit crunch. I think the CCTV cost too much, If the city council arranges funding for the CCTV then that it would be ok otherwise i cannot afford 500 pounds for the CCTV especially when i have invested 20, 000 pound in a London cab for my safety

Since I got a licence in 1995 I use to do a disable school run for 49 Lincoln Road and a normal school run, I have been driving for 13 years and already have the experience for public service and safety.

We have just been informed that NVQ course is for 9 weeks and each week 1 day for three hours that would be 27 hours in 9 weeks if the city council can pay me for 27 hours then I will do this course. Otherwise I don't want to waste my working hour time for the experience I already have. If the city council says that the NVQ course should be compulsory then it should apply for new applicants

Also what is the city council doing about the cab ranks? The ranks are more important than the course.

This is what I am concerned about and if you can help you with this matter then this would be much appreciated.

You're sincerely






RECEIVED
23 DEC 2008
PETERBOROUGH CITY COUNCIL

[REDACTED]

Peterborough

Pe1 2jb

4-12-2008

Hackney Carriage

■

Re Proposed changes in Licensing Conditions.

Dear Mr. Robinson

I acknowledge receipt of your letter dated 14th November regarding the above mentioned proposal received on 1st December.

I would like to register my opinions to both proposals.

1. Compulsory NVQ course. "Transporting passengers by black cab and private hire."

I am black cab driver and have been driving for 15 years. I think it is good idea but I feel that this course would be useful for all new applicants and for those drivers with less than two to three years experience. I do not feel it should be compulsory for all drivers to understand this course as most drivers would find the loss of income and real issue. I fully appreciate that the council would cover the cost of the actual training but loss of income, particularly in the present financial climate, is a very factor.

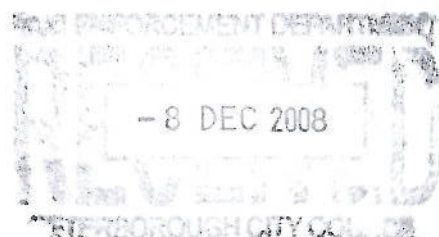
2. CCTV systems within all black cabs

I believe that my cab and all other black cabs. Already have adequate protective measures built into them. I also feel that the council own CCTV monitoring cameras are placed with sight of all registered taxi ranks. Regarding that I have never had any problems with customers for my records you can check with police or the council. And I think for black cabs it should be optional not compulsory.

It may be that consideration should be given to the installation of a system in all private hire cars. Because they are at most risk. This would depend on the cost of the initial installation and who is to cover this. I note the council is cooking into various funding avenues. These systems will inevitably break down and if the driver has to find cash to repair. I fear many will just have problem to undertake repairs.

I do hope these comments are helpful.

You're sincerely,



The Business Centre
363 Dogsthorpe Road
Peterborough PE1 3RE
Tel: 01733 777 888
Email: info@bettacars.co.uk

Ian Robinson
Taxi Enforcement Office
The Bungalow
Bridge House
Town Bridge
Peterborough
PE1 1HU

Date: 14 December 2008

Dear Ian,

PROPOSED CHANGES IN LICENSING CONDITIONS

Thank you for your letter dated 14 November.


In regard to the proposed NVQ course I think this is a positive initial step forward. I do have some further comments in connection with the NVQ;

- Further details of the course content, does it really address the issues faced by drivers, such as how to deal with rowdy, drunk passengers
- Why has this particular NVQ been chosen above other available NVQ's
- In reference to new applicants, is ensuring the NVQ is completed within a six month period the right practice, as in some instances the new applicant might spend money involved in obtaining a private hire/hackney badge then be unsuccessful in passing the NVQ
- In reference to current drivers who presently hold a private hire / hackney badge, there is the potential for them to be unsuccessful in passing the NVQ and subsequently no longer being able to work in a profession which many drivers will have worked in for numerous years
- From the minutes of 21 October, I cannot understand how drivers cannot 'actually fail' if there is not a pass or a fail then surely the purpose of the training is invalidated because training is about setting a standard – further clarification around this point is required
- I note that funding is available 'at this moment in time'; further information in regard to costings will need to be released and the possibility of Taxi Enforcement committing to fully funding this indefinitely should be considered

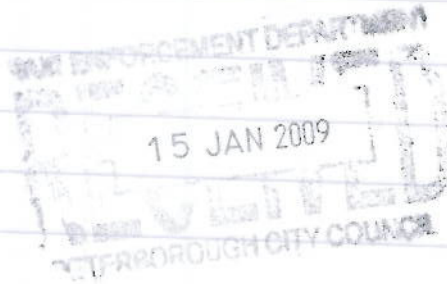
In reference to the CCTV, whilst the notion is preferable, the funding needs to be clarified.

I look forward to receiving a response.

Yours sincerely,


Mohammed Shabir
Proprietor





PE1 5HF

12th January 2008

Dear Mr. Ian Robinson,

I'm writing to submit my view and suggestion relating to the proposed changes in Licensing Conditions for Taxi and Private Hire.

The course in "Transporting Passengers by Taxi and Private Hire", I believe is not necessary for many drivers and myself. I have built up this knowledge of dealing with customers by driving a private hire and now a black cab (taxi) for over 10 years.

The NVQ course is a very good idea, but I believe for new drivers or drivers with less than 2 years experience. There would be no cost to us if we undertake this course, but this would be a waste of public funds to enforce this on all drivers.

The introduction of CCTV into licensed vehicles is a good idea but the only way I see it being affordable is if the council provides some funding.

Yours Sincerely,

Badge number [redacted]

Robinson Ian

From: [REDACTED]
Sent: 16 December 2008 16:59
To: Robinson Ian
Subject: RE: Taxi

WITH REFERENCE TO OUR CONVERSATION REGARDING NVQ TRAINING FOR DRIVERS I WOULD LIKE TO CONFIRM THAT I WOULD LIKE GET ALL OF MY DRIVERS ENROLLED ON THIS COURSE PLEASE LET ME NOW ASAP

Subject: Taxi
Date: Tue, 16 Dec 2008 16:33:10 +0000
From: Ian.Robinson@peterborough.gov.uk
To: [REDACTED]

Kind regards
Regulatory Officer Ian Robinson
Taxi Enforcement Office
The Bungalow
Bridge House
Town Bridge
Peterborough
Pe1 1HU
Tel. 01733 453541

~~~~~  
This e-mail and any files transmitted with it are intended solely for the use of any individual or entity to whom they are addressed. However, the information may be subject to public disclosure under the Freedom of Information Act 2000. Unless the Information is legally exempt from disclosure, the confidentiality of this e-mail and your reply cannot be guaranteed. All e-mail sent to or from this address will be processed by Peterborough City Council's Corporate E-mail system. If you have received this e-mail in error please notify the sender immediately by using the e-mail address or telephone +44 (0) 1733 747474 -Growing the right way for a bigger, better Peterborough. www.peterborough.gov.uk  
~~~~~

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Taxi Enforcement Office
The Bungalow
Bridge House
Town Bridge
Peterborough

[REDACTED]
Peterborough
PE1 2QS

27th December 2008

Dear Mr Ian Robinson

I am writing in response to Ken Gray's letter dated 14th November about making the NVQ course and CCTV compulsory.

In regards to the NVQ course, I have been doing this job for 28yrs without any problems or complaints. It is my view that I have enough knowledge and experience to continue doing my job without the NVQ course. If the council thinks it is necessary then it should make it a requirement for new applicants to do this course.

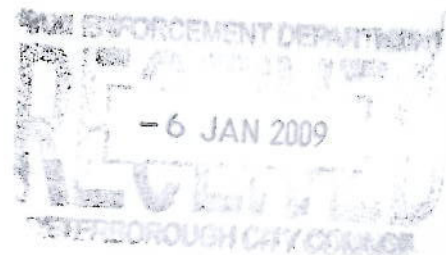
In regards to the CCTV I feel it is interference of my Human Right namely under Article 8 which expressly states '*everyone has a right to his private and family life.....*' and that '*there shall be no interference by a public authority....*'

The installation of CCTV should be matter of personal choice. If a driver feels unsafe and wishes to have CCTV then that is their personal choice. Furthermore, it has also come to light that you are expecting drivers to pay a huge sum of money for something that is unnecessary and is forced upon us. I am in no financial position to pay this money especially with the economy the way it is. Again I reiterate it should be a personal choice for the drivers.

As we live a free and democratic society I expect my views to be taken into account. I look forward to hearing from you.

Regards,

[REDACTED]
[REDACTED]
TAXI BADGE NO: [REDACTED]



Taxi Enforcement Office
The Bungalow
Bridge House
Town Bridge
Peterborough

[REDACTED] d
Peterborough
PE1 3QF

26th December 2008

Dear Mr Ian Robinson

RE: Proposed changes in Licensing Conditions

In reference to Ken Gray's letter dated 14th November regarding making the NVQ course and CCTV compulsory requirements.

In regards to the NVQ course, it is my view that I have enough knowledge and experience to continue doing my job, which I have done satisfactorily for a number of years. If the council persists in making the course compulsory then it should only do so for new applicants.

In regards to the installation of CCTV I feel it is a breach of my Human Rights under Article 8.

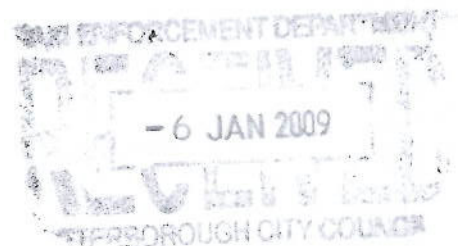
1. *Everyone has the right to his private and family life, his home and his correspondence.*
2. *There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.*

The council has to show that CCTV is justified under Article 8. Furthermore, you are expecting drivers to pay for the CCTV which is completely unfair as this a requirement the council is imposing on us. The installation of CCTV should be matter of personal choice. If a driver feels unsafe and wishes to have CCTV then that is their personal decision.

I anticipate that as we live in a free and democratic country my views will be taken in to account and not ignored and I hope to receive a response from you soon.

Regards,

[REDACTED]
[REDACTED]
Taxi Badge No: [REDACTED]



Telephone: 01733 453541
Facsimile: 01733 453404
E-Mail: xxxx@peterborough.gov.uk
Please ask for: Ian Robinson
Our Ref:
Your Ref:

[REDACTED]
Peterborough
PE1 2NS

Taxi Enforcement Office
Operations Directorate
The Bungalow
Bridge House
Town Bridge
Peterborough
PE1 1HU

Telephone 01733 453406
Minicom 01733 452421

27th January 2009

Dear [REDACTED]

Taxi CCTV

As you've been more than willing to represent the trade on a number of occasions I thought it may be of benefit for you to speak to Gary Jarvis at Xtron UK.

I've been speaking to him this morning concerning possible finance and instalment plans to enable the purchase of CCTV to be more affordable for our drivers if it is made a compulsory condition of licence. He has asked for the opportunity to discuss the matter with a trade representative to try and find a deal which would be as agreeable as possible. Do you want to liaise with him?

His telephone number is 0800 6345890.

Yours sincerely

Ian Robinson
Regulatory Officer



2008-2009
Improving Accessibility



Executive Director: Paul Phillipson

To the city council taxi department

Us all cab drivers are not happy about the council forcing us to put CCTV camera's in our cabs; the camera's are not our main concern. They are far too expensive and we don't even earn enough to afford them. The CCTV cameras will not make a difference to our safety, even the banks have CCTV cameras and they still get robbed. The main problem is that there are not enough ranks. We go through this everyday and we are forced to park on yellow lines because we don't have enough ranks. There are over 200 cabs in this town and yet the ranks aren't enough. We get our wheels clamped because of parking on the yellow lines and we have to do that because there are not enough ranks, where can we park our cabs? If you can't give us enough ranks then why do you allow so many cabs in Peterborough? Every year there are more new cabs and the main need is for the ranks, this is the council's duty to give all the cab drivers ranks. This is a small town and we really don't need that many cabs or the need of CCTV camera's.



[Redacted signature line]

[Redacted address line]

Peterborough

[Redacted footer]

[REDACTED]
PE1 5EH

Taxi enforcement office
The Bungalow
Bridge House
Town Bridge
Peterborough
PE1 1HU

11th January 2009

To Ian Robinson

Reference to the letter suggesting changes in the licensing conditions I among the majority with the exception of a very few drivers object strongly to the proposals.

I have been in this trade for numerous amounts of years and many of my colleagues have been driving taxis in excess of ten years. I do not see the need of a NVQ in training us to do a job we have successfully been doing for many years.

I consider that CCTV is far more important to my safety and welfare than attending a NVQ course but also object to the CCTV compulsory in every licensed vehicle unless it is funded by the council.

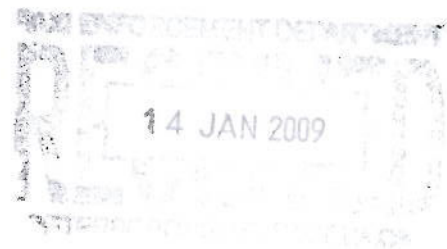
I am concerned that the council is choosing to spend tax payer's money funding a NVQ course which it feel will benefit drivers but the council hasn't clearly taken on board the views of drivers who do not agree with the proposals also I like to mention that the council should not make false promises regarding the new rank which has not been delivered yet which would benefit the drivers.

I formally object to the proposal and would like a response in writing.

Yours sincerely

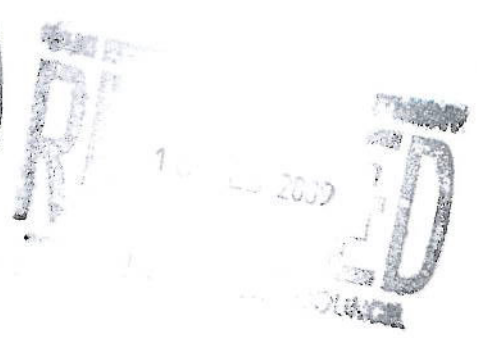
[REDACTED]

[REDACTED]



██████████
Peterborough
PE1 2EJ

12th February 2009



To Whom It May Concern:

Thank you for your letter dated 14/11/08, regarding proposed changes to licensing conditions. In your letter you have stated that the meeting was requested by the Taxi and Private Hire trade, asking the Police and Peterborough City Council for a more active role in increasing the safety of drivers.

I find it difficult to understand the fact that the proposals being put forward i.e. NVQ course and CCTV to be installed in all vehicles will resolve the taxi and private hire concerns regarding their safety. I fail to understand how all the representatives at the meeting came to this conclusion that all the taxi trade should be forced to attend NVQ courses and have CCTV fitted into their vehicles on the basis of only a few drivers asking for some kind of security.

In my opinion all representatives who attended these meetings and made suggestions do not fully understand the ground realities, but instead they made an easy choice and chose an easy way out by themselves. I feel local Police and PCC need to put more effort into this issue and build the driver's confidence in their time of need.

I recently purchased a new London Cab which is purposely built for the taxi trade, more importantly, it comes with a built-in partition which separates the passengers from the driver which I feel is more than enough security for all concerns.

I would have welcomed the NVQ course and CCTV proposals as optional, which would give taxi or private hire drivers the choice if they feel the need to enhance their security. However, if Peterborough City Council makes the NVQ course and CCTV compulsory in licensing conditions, then I personally would be very much against this decision.



My suggestions are:

- 1. NVQ course for new applicants only and optional for existing drivers.**
- 2. CCTV optional for all.**
- 3. Police and PCC should be more involved in the safety of the public as well as drivers.**
- 4. Any taxi drivers whilst on duty found guilty of an offence should be given a stiff sentence.**
- 5. Any taxi drivers who report an incident to PCC or to Police in relation to the taxi trade should be properly investigated and dealt with.**
- 6. Taxi companies operating in Peterborough should be held accountable for their employee's bad behaviour when dealing with customers.**

Finally, I would just like to say that I have been driving a taxi as well as a private hire for over 15 years and on most occasions have had a good understanding with the Taxi Enforcement office. I request all concerned to find alternative options which would be suitable for all.

Thank you

Yours sincerely,

A large black rectangular redaction box covers the signature area. Above the box, there are faint, handwritten scribbles in black ink.
Badge No: H/C 

Telephone: 01733 453406
Facsimile: 01733 453404
E-Mail: ian.robinson@peterborough.gov.uk
Please ask for: Ian Robinson
Our Ref:
Your Ref:

To whom it may concern

Taxi Enforcement Office
Bridge House
Town Bridge
Peterborough
PE1 1HU

Telephone 01733 747474
Minicom 01733 452421

10th November 2008

Proposed change to Private Hire Vehicle Licensing Conditions – Door Signs

Following a recommendation received from representatives of the Taxi and Private Hire Forum, a report has been prepared and will be presented to the Licensing Committee requesting a change to the current private hire vehicle licensing conditions.

The report requests that condition 2(c) should be amended to read: "The vehicle to display on the rear passenger doors "**Private Hire Vehicle – Insurance Invalid Unless Pre-booked with Operator**" door stickers, as issued by Peterborough City Council and be permitted to advertise the name and telephone number of the operator employing the vehicle, and that the words "Taxi" or "Cab" are not featured."

If any person wishes to object to the proposed change, they are requested to supply details of their objection in writing to the Taxi Enforcement Office, no later than the 10th December 2008.

Yours sincerely

Ken Gray
Licensing Enforcement Officer

[REDACTED]
Barrys Private Hire

[REDACTED]
Paston
Peterborough
PE4 7EG

Thursday 27th November 2008

Dear Mr Robinson

I have recently been contacted by the Taxi Enforcement Office regarding signage on my private hire vehicle and was asked to put my comments in writing to you.

As the owner of a small one vehicle business, I feel that it is not necessary for me to have signage on my vehicle. I only carry out airport and seaport work, as my customers are people going on holiday and corporate account work. I do not do local pickups for people going to pubs, clubs, shopping etc.

As it is, contact numbers for my business are my mobiles and personal home phone and on numerous occasions my family are disturbed in the early hours of the morning, by people wanting to be picked up from the local pubs and we have to explain that this is not a service that we offer.

During the day, when I am at my busiest, my vehicle is parked outside my home address. I am very concerned that if I was to be forced to have signage on my vehicle, this would mean an increase in phone calls at all hours of the day.

I understand that the enforcement office is trying to make it easier for the public to identify private hire vehicles, but in my case it will not be of any benefit.

Should you wish to discuss this matter further, please do not hesitate in contacting me.

Yours Sincerely

[REDACTED]

Mr [REDACTED]
Barrys Private Hire



A2B Euro Cars Ltd

29 London Road Peterborough PE2 8AN
Tel 01733 566666 / 569999

17th November, 2008.
Ref. New Door Signage

To Taxi Enforcement

Following your letter sent out to all Private Hire Companies and drivers I would like to know a few more details.

How would the proposed door signs be designed?

Will there be a small sticker on each rear door or is this lettering to be subject to the same rules as the signs on the front doors of a Private Hire Cars.

For what reason is this rule being proposed?

How soon would this change need to be implemented?

Who is going to pay for the cost of replacing the current door signs we have already printed?

If the wording is to follow the same rules as the front door (2" lettering) then this could be very detrimental to all Private Hire Drivers.

No one would want the words INSURANCE INVALID printed on the side of there vehicle no matter what capacity it was there for.

If the city council and taxi enforcement wish to distinguish a Private Hire Car from other cars on the road why not!!!

Put a large roof sign on top of every Private Hire vehicle saying Private hire only.

Stop driver from using magnetic door signs that can easily be removed.

Put sighs inside all vehicles showing the difference between Private Hire and Hackney Cabs.

Put the Yellow Private Hire Plate on both the front and the rear of the vehicle.

All company owners are aware of the problems Taxi Enforcement face with Private Hire Drivers trying to apply for hire on the streets. Maybe its time the city council look at why the general public prefer to use a private hire vehicle to travel home in at the end of a night out rather than use a hackney cab that is parked right outside the pub or night club they have just walked out of.

A2B Euro Cars Ltd would be like request permission to put roof signs on all of their Private Hire Cars.

Yours Sincerely,

Nigel Clipston
Operations Manager
A2B Euro Cars Ltd

A2B Euro Cars Ltd is the parent company for Euro Cabs, A2B Cars, DAD Cars, Rainbow Cars.
Company Head Office 29 London Road Fletton Peterborough PE2 8AN
Telephone 01733 566666 Fax 01733 563223 a2beurocarsltd@btconnect.com
Registration No. 5230081 VAT No. 854 9262 93

POSH CARZ LIMITED

Company Reg. No. 4759265 *incorporating*

HEREWARD EXECUTIVE CARS & ENROUTE

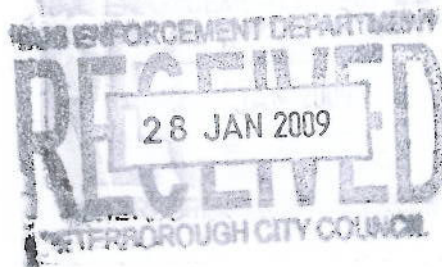
7 Fengate
Peterborough
PE1 5BA

Tel 01733 315551

email: kevin@poshcarz.co.uk

28 January 2009

Mr Ken Gray
Taxi Enforcement Officer
Peterborough City Council
Bridge House
Town Bridge
Peterborough
PE1 1HB



Dear Ken

I would be grateful if you could bring the following point up at the next Hackney Carriage and Private Hire Forum meeting:

I understand there is a new motion being put forward that private hire vehicles display large door plates stating that the vehicles are for private hire only and that they must be pre-booked. I totally agree that the public should be made aware of the rules for private hire vehicles and should be protected from drivers working illegally in the City.

We run a fleet of executive vehicles which although classed as private hire vehicles they work in a different way in that the jobs are all booked at least a day in advance and they are all 'long run' jobs, mainly to airports. The passengers are mostly business clients several of whom are CEO's or similar of large companies. These clients pay a premium for an executive car, not only for comfort but also for safety reasons. Travelling in a car with door stickers will draw attention to these high profile passengers which could actually compromise their safety.

My request is that, if this motion is passed, our executive vehicles be exempt from exhibiting these door plates. In East Northamptonshire the council have a policy where executive cars can apply to have a 'discrete' plate which is a small tax disc size badge displayed in the windscreen rather than a plate to the rear. We have already lost business to a company using these badges and fear we may lose more in the future with this new legislation.


I very much hope the committee will understand my reasoning and pass a favourable decision to my request.

Many thanks for your help.

Yours sincerely

Kevin Crighton
Company Director

Taxi enforcement office
The bungalow
Bridge house
Town Bridge
Peterborough
PE1 1HU


Peterborough
PE1 2NS

15th December 2008

To Ian Robinson

REF: proposed changes in licensing conditions

Following a number of discussions with members of the trade suggestions have been made that there should be a change in the conditions but as following:

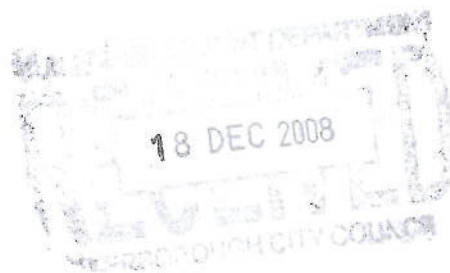
CCTV should be compulsory only if it is fully funded by the council or other means of funds. It is obvious that it benefits the drivers but also benefits passengers, police and the council.

The NVQ course should be compulsory to all new applicants and should be completed before they take the private hire or hackney test and as for the existing drivers it should be left optional.

Yours sincerely







Taxi Issues Meeting 06/11/08 – Compulsory Btec

Sent round robin around other authorities.
.....

Wirral – Came into effect 01/11/06 all **new** drivers required to obtain BTEC before grant of a licence.

Any driver brought before the Licensing Committee for a disciplinary matter is required to complete training where appropriate within a specified time period.

All existing drivers required to complete training with 5 years.

No objections from trade – Drivers in favour of the BTEC. No appeals.
.....

Torridge – Came into effect July 08 all **new** drivers required to obtain BTEC before grant of a licence. Did not upset the existing trade.

Funded by increasing licensing fees by 100%. Now costs £450 for a badge.

No objections, no appeals.
.....

Preston – Came into effect April 07 all **new** drivers required to obtain BTEC. Little opposition from the existing trade. Course costs £150.00
.....

Lancaster – Came into effect 1st Sept 08 all **new** drivers required to obtain BTEC.

Initially ran a pilot with volunteers (Directors of main firms).

Consultation with Taxi Forum members. One or two applicants unhappy but overall have experienced a smooth transition.
.....

South Ribble – Came into effect 2 years ago all **new** drivers required to obtain BTEC.

Did not consult with the trade, simply no BTEC, no badge.

Some grumbles from Operators who reckoned the additional cost of course would deter potential new drivers, but that has not been the case.

1 potential legal challenge in the pipeline.
.....

Burnley – Recently introduced BTEC and NVQ and were met with a wave of opposition from the trade. Trade threatened strike action, judicial review, ombudsman and everything else they could think of. In the end nothing came of it and they are now about to start their third course. Training given by CAB Business Solutions utilising Train to Gain Funding. Burnley consulted with

trade organisations and selected user groups such as the local disabled people's network. Letters were sent out advising course content and requesting written responses. State they could have introduced the idea in a better way, with most problems being caused by misinformation circulated by the trade associations. They have overcome most difficulties and the interest is quite positive.

All new applicants for licences are required to complete the training within 6 months of being granted a licence. All existing drivers have three years to obtain the qualification. Any driver who does not meet these criteria will have their licence revoked.

.....

Bournemouth – The first authority to introduce compulsory BTEC to **all** drivers. Introduced the BTEC as a condition of fitness, not a licensing condition. Now have upgraded to a NVQ, after linking up with a local college. In line with the recommendations in Lord Leitch's report for the improvement of the life skills of all adults to level 1 by 2010 and level 2 by 2020, their application stage involves all new drivers initially attending a local adult educational facility and undertaking a level 2 assessment. If they fall below the required level 2 they are directed to courses to improve their abilities. If they do not achieve a level 2 they cannot submit an application form. They initially experienced hostility from some in the trade, lots of misinformation circulating; two national newspapers took hold of the story and wildly exaggerated, worsening the problem. The authority briefed the trade and a group of existing drivers readily undertook a pilot programme. They did have to suspend around 100 drivers due to non-compliance, but most then complied in order to regain their licence. Prior to suspending licences the authority did clearly indicate the driver's responsibilities via a number of information newsletters and warning letters.

Around 40 drivers are experiencing difficulties in completing the course, but they are supported. They have been subjected to four appeals, two of which have decided to commence the BTEC, which negates their appeal to some extent. Appeals are due at court in December.

In the future, once funding runs out the cost will be passed on to the applicant. Bournemouth differs from Peterborough as only 25% of their drivers are from ethnic minority background, whereas Peterborough's trade is the complete opposite.

All in all Bournemouth has been a success, with 900 drivers now qualified.

.....

Roger Butterfield, Naleo Solicitor – Does not see any issues with making BTEC compulsory to all drivers and states even if existing trade argue "grandfather rights" we should not encounter too many problems changing the conditions. Drew comparisons with some authorities who have already made DSA Driving Tests compulsory to all license holders.

.....