
Consultation on draft Hackney Carriage and Private Hire Licensing Policy

4 messages

Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>
To: PSCB Mailbox <pscb@peterborough.gov.uk>

11 April 2017 at 10:36

Good morning,

Please forward this email to the most appropriate person to respond.

Peterborough City Council are consulting on a new Hackney Carriage and Private Hire Licensing policy and invite your comments.

The draft policy and appendix documents can be found on the council's website, on the following link [Consultation web link](#)

For ease of reference it is also attached to this email as a pdf.

The consultation runs from Friday 7th April 2017 to Friday 2nd June 2017. Should you wish to respond to the consultation, please ensure that you do so prior to the end of the consultation period, to ensure that your comments can be properly considered, prior to the adoption of the final policy.

Kind regards

—
Consultation Officer


Licensing
Peterborough City Council
Town Hall
Bridge Street
Peterborough
PE1 1FA

lpc@peterborough.gov.uk

Tel: 01733 747474

To find out more about Peterborough City Council please go to: www.peterborough.gov.uk

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 **Fullconsultationdoc.pdf**
1802K

Hannah Campling [REDACTED]
To: Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

12 April 2017 at 11:59

Good morning

My role involves regular liaison with Cambridgeshire Constabulary regarding the issue of Child Sexual Exploitation particularly. A particular conversation this week concerned information sharing of Police intelligence concerning a particular taxi driver. I questioned whether or not a particular piece of intelligence would be shared and had seen in the draft Policy the following paragraph:

3.30 Licensed drivers are part of the notifiable occupation scheme. Under this scheme, when a licensed driver comes to the attention of the police, the police are required to notify the local authority of convictions and any other relevant information, that indicates the driver poses or may pose a risk to public safety, even before conviction.'

I sent this paragraph to the Central Intelligence Bureau (CIB) of the Police and received the following response and felt this should be provided to yourselves as feedback as part of the consultation:

The above is NOT correct and there is clearly a big misunderstanding of the legislation by whoever has drafted the policy. It is true that taxi and private hire drivers do meet the criteria for consideration of a CLPD but that does not mean that the information relating to an arrest (or an interview as a suspect) will be automatically disclosed.

The threshold for disclose is, 'is there a pressing social need'. This threshold has been likened to the threshold for disclosing information on enhanced criminal record certificates (ECRC) which is,

- is the information relevant
- is it sufficiently reliable
- is it proportionate to disclose it
- is the person's right to a private life outweighed by the risk that the information identifies. Article 8 of the Human Rights Act

The CLPD process relies on the suspect telling the Police what their occupation is. There is no legal requirement for this and some don't tell the truth.

In addition, if a disclosure is made under CLPD the information will solely relate to the current issue. This process has not been devised to replace the requirement for taxi/private hire drivers to have an ECRC.

I would also recommend that consideration is given to requiring all taxi/private hire drivers to subscribe to the update service. That way, the status of their certificates may be updated if they get arrested or charged or convicted. This will obviously require the status of certificates to be monitored by the taxi licensing unit.

This feedback was provided by the DBS Unit Manager within Cambridgeshire Constabulary, who's details I can supply for further information if appropriate

I have also checked the Safeguarding section of the Policy, particularly the CSE section and wonder if you would consider the addition of the new definition:

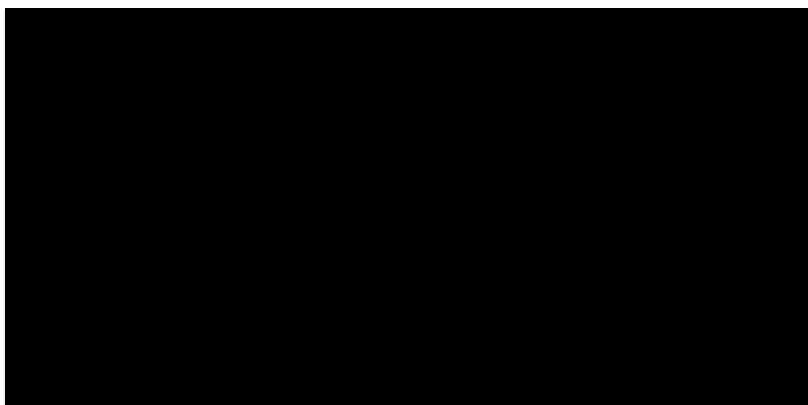
'Child sexual exploitation is a form of child sexual abuse. It occurs where an individual or group takes advantage of an imbalance of power to coerce, manipulate or deceive a child or young person under the age of 18 into sexual activity (a) in exchange for something the victim needs or wants, and/or (b) for the financial advantage or increased status of the perpetrator or facilitator. The victim may have been sexually exploited even if the sexual activity appears consensual. Child sexual exploitation does not always involve physical contact; it can also occur through the use of technology.

'Child sexual exploitation: Definition and a guide for practitioners, local leaders and decision makers working to protect children from child sexual exploitation' (2017) DfE

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/591903/CSE_Guidance_Core_Document_13.02.2017.pdf

Kind regards

Hannah Campling



----- Forwarded message -----

From: **PSCB Mailbox** <pscb@peterborough.gov.uk>

Date: 11 April 2017 at 11:43


Subject: Fwd: Consultation on draft Hackney Carriage and Private Hire Licensing Policy

can you have a look at this and let me know - there is a safeguarding section which includes cse

Peterborough Safeguarding Boards (Adult and Children)

 Tel: 01733 863744 |  email: pscb@peterborough.gov.uk

 | 1st Floor Bayard Place | Peterborough | Cambridgeshire | PE1 1AY


 Board Signature

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|  web: www.safeguardingpeterborough.org.uk

[Quoted text hidden]

 **Fullconsultationdoc.pdf**
1802K

Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

13 April 2017 at 13:43

Dear Hannah

Thank you very much for taking the time to review and respond to the consultation. Your comments and those of the police officer are welcomed.

The reference to notifiable occupations was drafted using DfT (Department for Transport) guidance which predates the withdrawal of the Notifiable Occupation Scheme in 2015.

We take on board the comments and thank you for highlighting this error to us. We will look to redraft the sections regarding notifiable occupation and replace them with the current Common Law Police Disclosure requirements.

When it has been re-drafted, we would be more than happy to forward it for consideration to ensure compliance with current practice.

We also appreciate your feedback regarding the addition of the definition of CSE and will look to include it as a new paragraph, which again would be in line with current guidance.

Kind regards

[Quoted text hidden]

Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

16 June 2017 at 12:15

To: Terri Martin <terri.martin@peterborough.gov.uk>

----- Forwarded message -----

From: **Licensing Policy Consultation Mailbox** <lpc@peterborough.gov.uk>

[Quoted text hidden]

[Quoted text hidden]



Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

Taxi Licencing

1 message

David Over [REDACTED]

7 April 2017 at 12:36

To: lpc@peterborough.gov.uk

As I travel around the city I am appalled by the standard of driving of hackney cabs and others.

Refusing to give way, hogging the outside lane, speeding, jumping traffic lights are daily events

Villagers in my ward refuse to go to Peterborough during the evening and even day time

Two of the many reasons are:

1. The dangerous and reckless driving and behaviour of taxi drivers
2. The attitude and lack of care by drivers towards passages. For example, many of my villagers are elderly. Taxi drives will drive pass elderly and informed passages. Wheel chairs are not accommodated. Taxis are driven carelessly and at excessive speeds.

David

Draft Hackney Carriage and Private Hire Policy consultation

1 message

Bruce Reid [REDACTED]

16 April 2017 at 19:22

To: "ipc@peterborough.gov.uk" <ipc@peterborough.gov.uk>
[REDACTED]

Submittal re: Draft Hackney Carriage and Private Hire Policy consultation

Peterborough has train service, road access, proximity to Cambridge, a naturally appealing environment and other resources to position it for a growing share of private sector jobs creation and residents' wealth creation thus derived.

Please be aware that corporate relocation criteria typically include (near the top of the list) the unthreatened availability of ride sharing like Uber, Lyft and Fasten. It's more than ensuring that recruiting bright talent won't be adversely affected; a jurisdiction's handling of this subject is a proxy for how progressive it is and how adroitly it may adapt to future new technology.

Please, don't let the vested taxi interests use this consultation as back door way to interfere with convenient ride sharing. This type of mischief pops up all over when regulations affecting transit are under review. Most often, the taxi owners' self-interest is dressed up to look like a public safety issue, which is statistically bogus – proof: they never cite independent statistics, only breathless anecdotes of dubious provenance.

You will never be able to measure the damage done to the local economy if ride sharing is outlawed or regulated with a heavy hand but, be assured, it will be substantial; and that's without considering tourism losses. Millennials (and an increasing number of boomers) don't rent cars, they UBER. No Uber, no weekend getaway to your region.

I have not ever had nor do I have any prospect of having any business relationship with any ride sharing service except as a customer. I am writing in my private capacity (not for my firm nor The Counselors of Real Estate™) and as regular visitor to your area and East Northamptonshire (and frequent X-4 bus rider.)

Thank you

Bruce A. Reid CRE™, FRICS
[REDACTED]



Terri Martin <terri.martin@peterborough.gov.uk>

FW: Consultation on draft Hackney Carriage and Private Hire Licensing Policy
[OFFICIAL]

1 message

HILL, Rob [REDACTED]

18 April 2017 at 15:51

To: "terri.martin@peterborough.gov.uk" <terri.martin@peterborough.gov.uk>
[REDACTED]

Hi Terri

The PCC's office has asked me to review this on their behalf.

I have looked through and have no concerns from a Police perspective.

Rob

From: cambs-pcc (Cambs)**Sent:** 11 April 2017 12:45**To:** [REDACTED]**Subject:** FW: Consultation on draft Hackney Carriage and Private Hire Licensing Policy [OFFICIAL]

Hi Charlie,

Have saved and logged in correspondence (rather than consultation folder). Is this something our office would want to reply to?

Regards,

Tanya

From: terri.martin@peterborough.gov.uk [mailto:terri.martin@peterborough.gov.uk] **On Behalf Of** Licensing Policy Consultation Mailbox**Sent:** 11 April 2017 11:00**To:** cambs-pcc (Cambs) <cambs-pcc@cambs.pnn.police.uk>**Subject:** Consultation on draft Hackney Carriage and Private Hire Licensing Policy

Good morning,

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Kind regards

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Consultation Officer

Licensing

Peterborough City Council

Town Hall

Bridge Street

Peterborough

PE1 1FA

lpc@peterborough.gov.uk

Tel: 01733 747474

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Draft Hackney Carriage and Private Hire Policy consultation

2 messages

Darren Fower [REDACTED]

9 May 2017 at 09:00

To: ipc@peterborough.gov.uk [REDACTED]

Hi,

Re: The present consultation here: <https://www.peterborough.gov.uk/council/consultations/draft-hackney-carriage-and-private-hire-policy-consultation/>

I'd like to make the following points and would appreciate if someone could furnish me with a response to each please?

Currently, if a vehicle at the appointed age, (hackney carriage 12 years, private hire 8 years) fails a mechanical inspection on a critical matter, it is de-licensed. It is proposed that instead of de-licensing the vehicle, it should be suspended and allowed to be retested within 30 days.

Q: Why was the decision taken in the first place to deli-license?

Q: Why have you chosen 30 days and not say 13 or 62 days?

Historically these driving tests have been undertaken by authorised council officers. It is now proposed to outsource the driving test to an external provider whose assessors have been accredited by DVSA.

Q: How many staff will be affected?

Q: Costs around this idea?

"annually thereafter when the driver reaches 65"

Q: Why 65?

Q: Will there be a cost for the medical check? If so how much?

"formal complaints policy and procedure in place, which is made freely available to customers"

Q: How are the complaints presently managed and by whom?

Peterborough city council has not set a limit for the amount of hackney carriage vehicles it will licence. There is no provision for the council to limit the amount of private hire vehicles it licences.

Q: Why do we not have a set limit, and are you saying some local authorities do?

The installation of CCTV in licensed vehicles is not imposed as a condition.

Q: Why don't we impose it as a condition?

Re: 1.33 "disability awareness and safeguarding."

Q: Have the local disability forum been constlted and other relevant bodies and organisations?

"All hackney carriages licensed by this council are designated wheelchair accessible vehicles"

Q: But are drivers given training on how to support wheelchair reliant customers? If not why not?

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.

Q: Which particular pieces of legisaltion cannot be enforced by PCC?

Guide dogs etc

Q: Am I right in thinking that private hire taxis have to carry these dogs and black cabs can apply to not to?

Extra Questions

Q: There is no where in here that mentions UBER drivers?

Q: How will you stop the cars from operating in say Yaxley under another authority?

Q: What about bus lanes and allowing taxis to use them?

Q: Also the page numbers on the PDF are distorted and in some cases are covering the words in the consultation document, not sure if that somehow makes the document unenviable?

Many Thanks

Cllr Darren Fower

Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

17 May 2017 at 09:51

To: [REDACTED]
Cc: Members Services Mailbox <membersservices@peterborough.gov.uk>

Dear Cllr Fower,

Thank you for your email and interest in the draft Hackney Carriage and Private Hire Policy consultation.

For ease of reference, I have put the answers underneath your questions.

I hope the information provided is sufficient to answer your questions. Should you have any further queries, or would like clarification, it may be easier to call me on [REDACTED]

Kind regards

----- Forwarded message -----

From: **Darren Fower** [REDACTED]
Date: 9 May 2017 at 09:00
Subject: Draft Hackney Carriage and Private Hire Policy consultation
To: lpc@peterborough.gov.uk
[REDACTED]

Hi,

Re: The present consultation here: <https://www.peterborough.gov.uk/council/consultations/draft-hackney-carriage-and-private-hire-policy-consultation/>

I'd like to make the following points and would appreciate if someone could furnish me with a response to each please?

Currently, if a vehicle at the appointed age, (hackney carriage 12 years, private hire 8 years) fails a mechanical inspection on a critical matter, it is de-licensed. It is proposed that instead of de-licensing the vehicle, it should be suspended and allowed to be retested within 30 days.

Q: Why was the decision taken in the first place to deli-license?

A: Following consultation with the trade, in February 2012 a report was put to the licensing committee to increase the age limit for a licensed vehicle to remain in the trade. When the report was presented, the age limit for Hackney Carriage vehicles was 12 years and private hire vehicles was 8 years. The report proposed to increase the age limit to 15 years for hackney carriages and 10 years for private hire vehicles.

Critical failure was introduced at this time due to concerns that vehicles being on the road for the extra years could result in safety issues for passengers, the driver and the general public. This being an issue if vehicles were not subject to routine planned preventative maintenance in order to ensure safety. If a vehicle failed its test for any critical item during these 'extra years', it must be assumed that the vehicle had not been part of a regular maintenance programme thus resulting in the vehicle being de-licensed.

Q: Why have you chosen 30 days and not say 13 or 62 days?

A: The 30 day re-test period was proposed by the licensed trade. They consider this an appropriate period of time to allow for the vehicle to be properly repaired, with consideration to allow for any potential ordering of parts the vehicle may require.

Historically these driving tests have been undertaken by authorised council officers. It is now proposed to outsource the driving test to an external provider whose assessors have been accredited by DVSA.

Q: How many staff will be affected?

A: Currently there are two members of staff which perform the driving test. These officers have other duties aside from performing the driving tests. Therefore this will have no impact on current staffing levels, but will free up officer time to perform other tasks.

Q: Costs around this idea?

A: Several companies have DVSA approved fleet assessors, their fees are comparable with the fee currently charged for the test. Currently applicants pay £78 for a private hire driving test and £116 for a hackney driving test. The external providers fees range from £87 to £140 depending on the company, the type of test and the day the test is taken. Some providers offer the test on weekends for which they charge a higher fee.

"annually thereafter when the driver reaches 65"

Q: Why 65?

A: The role of a licensed driver is demanding, they are expected to carry passengers luggage or shopping, will drive for long periods, safe driving requires the involvement of vision, hearing, attention, concentration, perception, good reaction time, judgement, coordination, muscle power, control etc. Some health related conditions can worsen as a person ages, the council needs to ensure that as licensed drivers age, they remain 'fit' for the demanding role they carry out.

Q: Will there be a cost for the medical check? If so how much?

A: There is a cost to the current health check which ranges from £40 - £120, depending on where the drivers have the test done. The cost of a Group 2 medical is comparable, with fees starting at £40 depending again on which provider the driver chooses.

"formal complaints policy and procedure in place, which is made freely available to customers"

Q: How are the complaints presently managed and by whom?

A: Complaints can be made to the licensing department, the police, the operator, or to the driver directly, it depends on the nature of the complaint and the complainant.

Peterborough city council has not set a limit for the amount of hackney carriage vehicles it will licence. There is no provision for the council to limit the amount of private hire vehicles it licences.

Q: Why do we not have a set limit, and are you saying some local authorities do?

A: There is a provision which allows local authorities to restrict the quantity of hackney carriage vehicles it will licence. Prior to putting such a restriction in place, a local authority must carry out a survey to ensure that there is no significant demand for the services of hackney carriages which is unmet. Peterborough city council carried out a survey in 2011 following a call from the trade to limit the numbers. The conclusion of the survey did not support the introduction of a limit.

Since that time, the DfT (Department for Transport) regards it best practice not to have a set limit as it allows freedom of trade and, prohibits the sale of hackney carriage licence plates at inflated costs. However, some councils do still set a limit.

The installation of CCTV in licensed vehicles is not imposed as a condition.

Q: Why don't we impose it as a condition?

A: In 2009 the licensing committee did introduce a requirement for CCTV to be fitted in all licensed vehicles, following a call from the trade due to the number of high profile assaults on licensed drivers and other issues. The condition to be implemented within 2 years. Various options were considered and a preferred supplier who would allow installment payments for the CCTV system was sourced. It was also proposed that the council would allow a fee reduction for a vehicle application which had CCTV installed. The licensed trade still considered it too expensive and overly burdensome financially to install in all licensed vehicles and organised protests and blockaded council offices.

In January 2013 the committee commented that it was unfortunate that this recommendation had never been implemented but agreed to a further consultation with the trade. In September 2014 a report was considered by the committee regarding the CCTV conditions, which highlighted that the ICO (Information Commissioners Office) had served notice on other councils which had implemented the very same condition. One council appealed the notice but were unsuccessful, another council reviewed it's policy and made CCTV optional instead of mandatory. The committee's decision was to remove the mandatory requirement for CCTV in licensed vehicles and allowed it to be optional.

Re: 1.33 "disability awareness and safeguarding."

Q: Have the local disability forum been consulted and other relevant bodies and organisations?

A: Inspire Peterborough have been sent the consultation document, as well as other relevant bodies and organisations e.g. Peterborough Chamber of Commerce, passenger transport, Local Children's Safeguarding, Parish Councillors etc.

"All hackney carriages licensed by this council are designated wheelchair accessible vehicles"

Q: But are drivers given training on how to support wheelchair reliant customers? If not why not?

A: Part of the driving assessment test (which all Hackney carriage drivers must pass prior to being granted a licence), includes testing the drivers ability to demonstrate that they can safely load and unload a disabled person confined to a wheelchair in to the vehicle, and ensure that the wheelchair is safely secured and the passengers seat belt is secured. This requirement will remain, even if the driving assessment test is outsourced.

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.

Q: Which particular pieces of legislation cannot be enforced by PCC?

A: A list of all legislation which could be breached by drivers, operators and vehicles would be very long. However, generally speaking, the Police are the enforcers of Road Traffic offences such as speeding, dangerous driving, driving whilst drunk, violent behaviour etc. The Home Office will enforce where breaches to the Immigration Act occur. DVSA will enforce where vehicles do not meet the Motor Vehicle (Type Approval) Regulations and the Motor vehicles (Construction and Use) Regulations. Other council officers may also enforce e.g. health and safety or Trading Standards.

Guide dogs etc

Q: Am I right in thinking that private hire taxis have to carry these dogs and black cabs can apply to not to?

A: All licensed vehicles must take assistance dogs and make no extra charge for doing so. Any licensed driver can apply for an exemption notice, if for health reasons, they are unable to convey assistance dogs. Exemptions can only be given for health reasons.

Extra Questions

Q: There is no where in here that mentions UBER drivers?

A: UBER do not have an operating licence with this authority.

Q: How will you stop the cars from operating in say Yaxley under another authority?

A: There is no provision in law that prohibits a customer in Peterborough calling an operator in Yaxley to fulfill their transport needs, the customer has the choice of which operator they use. Cross Boarder Hiring is perfectly legal as the legislation currently stands. In fact recent changes to the legislation (by way of the Deregulation Act), allow a private hire operator to subcontract a private hire booking to another operator who is licensed by a different local authority, without informing the customer.

Q: What about bus lanes and allowing taxis to use them?

A: This question should be considered under the Local Transport Plan.

Q: Also the page numbers on the PDF are distorted and in some cases are covering the words in the consultation document, not sure if that somehow makes the document unenviable?

6/19/2017

Peterborough City Council Mail - Draft Hackney Carriage and Private Hire Policy consultation

A: Thank you for bringing this to our attention, the document has been reformatted and the page numbers of the policy now sit at the bottom of the pages.

Many Thanks

Cllr Darren Fower

—
Consultation Officer

Licensing
Peterborough City Council
Town Hall
Bridge Street
Peterborough
PE1 1FA

lpc@peterborough.gov.uk

Tel: 01733 747474

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Consultation on draft Hackney Carriage and Private Hire Licensing Policy

6 messages

Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

7 April 2017 at 12:03

To: Members Services Mailbox <membersservices@peterborough.gov.uk>

Dear member Services,

Please can you send the email and attachment below to all Councillors.

Many thanks

Good Afternoon,

Peterborough City Council are consulting on a new Hackney Carriage and Private Hire Licensing policy and invite your comments.

The draft policy and appendix documents can be found on the council's website, on the following link [web link to consultation](#)

For ease of reference it is also attached to this email.

The consultation runs from Friday 7th April 2017 to Friday 2nd June 2017. Should you wish to respond to the consultation, please ensure that you do so prior to the end of the consultation period, to ensure that your comments can be properly considered, prior to the adoption of the final policy.

Kind regards

—
Consultation Officer

Licensing
Peterborough City Council
Town Hall
Bridge Street
Peterborough
PE1 1FA

lpc@peterborough.gov.uk

Tel: 01733 747474

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1802K

Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

10 April 2017 at 13:29

Hi Karen,

Just to keep you in the loop, the consultation for the draft policy has started.

(Members should have been advised, please see email below).

The consultation runs from Friday 7/4/17 to Friday 2/6/17, there was a public notice in the ET on Thursday 6/4/17.

You may be contacted by Councillors regarding the policy during consultation, so I thought you may be interested in having a look.

Kind regards

Terri

[Quoted text hidden]



Fullconsultationdoc.pdf
1802K

Karen Dunleavy [REDACTED]
To: Licensing Policy Consultation Mailbox <ipc@peterborough.gov.uk>

10 April 2017 at 13:53

Hi

Thanks Terri.

Kind regards

Karen

Kind regards

Mrs Karen S Dunleavy

[REDACTED]

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[Quoted text hidden]

Members Services Mailbox <membersservices@peterborough.gov.uk>
To: Licensing Policy Consultation Mailbox <ipc@peterborough.gov.uk>

12 April 2017 at 09:06

Further to the email which was circulated to All Councillors please see the email below from Councillor Ray Bisby, are you able to provide him with the information he is asking for.

Kind regards

Linda

Members and Mayoral Services

Peterborough City Council
Ground Floor, Town Hall, Bridge Street
Peterborough
PE1 1HZ
Email: membersservices@peterborough.gov.uk

To find out more about Peterborough City Council please go to www.peterborough.gov.uk

Please consider the environment before printing this message.
If you require a hard copy please contact Members Services

----- Forwarded message -----

From: Ray Bisby [REDACTED]
Date: 7 April 2017 at 13:42
Subject: Re: Consultation on draft Hackney Carriage and Private Hire Licensing Policy
To: Members Services Mailbox <membersservices@peterborough.gov.uk>

I would like to see a clause that should a driver be given a warning of any sort re their driving or parking (Police to report all warnings to the licencing office) the driver should after 3 warnings have their licence suspended for 1 month. If they receive another 3 warning within the year, their licence should be removed.

I say this as taxi drivers were putting their passanger's lives and other road users lives at risk by letting passangers out of the vehicles in the middle of the roundabout at A605 next to Kingston Park, Peterborough. This is well logged by the PES team and witnessed by me.

Kindest regards

Cllr R. Bisby
[REDACTED]

On 7 April 2017 at 12:24, Members Services Mailbox <membersservices@peterborough.gov.uk> wrote:
Good afternoon

Please see email below from the Licensing Team.

Regards

Sue

Members and Mayoral Services

Peterborough City Council
Ground Floor, Town Hall, Bridge Street
Peterborough
PE1 1HZ

Email: membersservices@peterborough.gov.uk
[REDACTED]

To find out more about Peterborough City Council please go to www.peterborough.gov.uk

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From: **Licensing Policy Consultation Mailbox** <lpc@peterborough.gov.uk>
Date: 7 April 2017 at 12:03
Subject: Consultation on draft Hackney Carriage and Private Hire Licensing Policy
To: Members Services Mailbox <membersservices@peterborough.gov.uk>

[Quoted text hidden]

13 April 2017 at 16:10

Licensing Policy Consultation Mailbox <ipc@peterborough.gov.uk>
To: Members Services Mailbox <membersservices@peterborough.gov.uk>

Dear Member Services,

Please forward the response below to Councillor Bisby.

Dear Cllr Bisby,

Thank you for taking the time to respond to the consultation on the draft Hackney Carriage and Private Hire Licensing Policy, your comments have been noted.

Officers from the Licensing Department are aware of the problems with the Amazon roundabout and have been involved with attempting to find practical solutions. However, the issues surrounding this roundabout extend further than just licensed drivers.

The draft policy proposes a monitoring system for licensed drivers with trigger points for officer review. This would include all complaints received by the licensing department, not just from the police. The imposition of a blanket suspension or action is not accepted as best practice, as each case must be determined on its own merits.

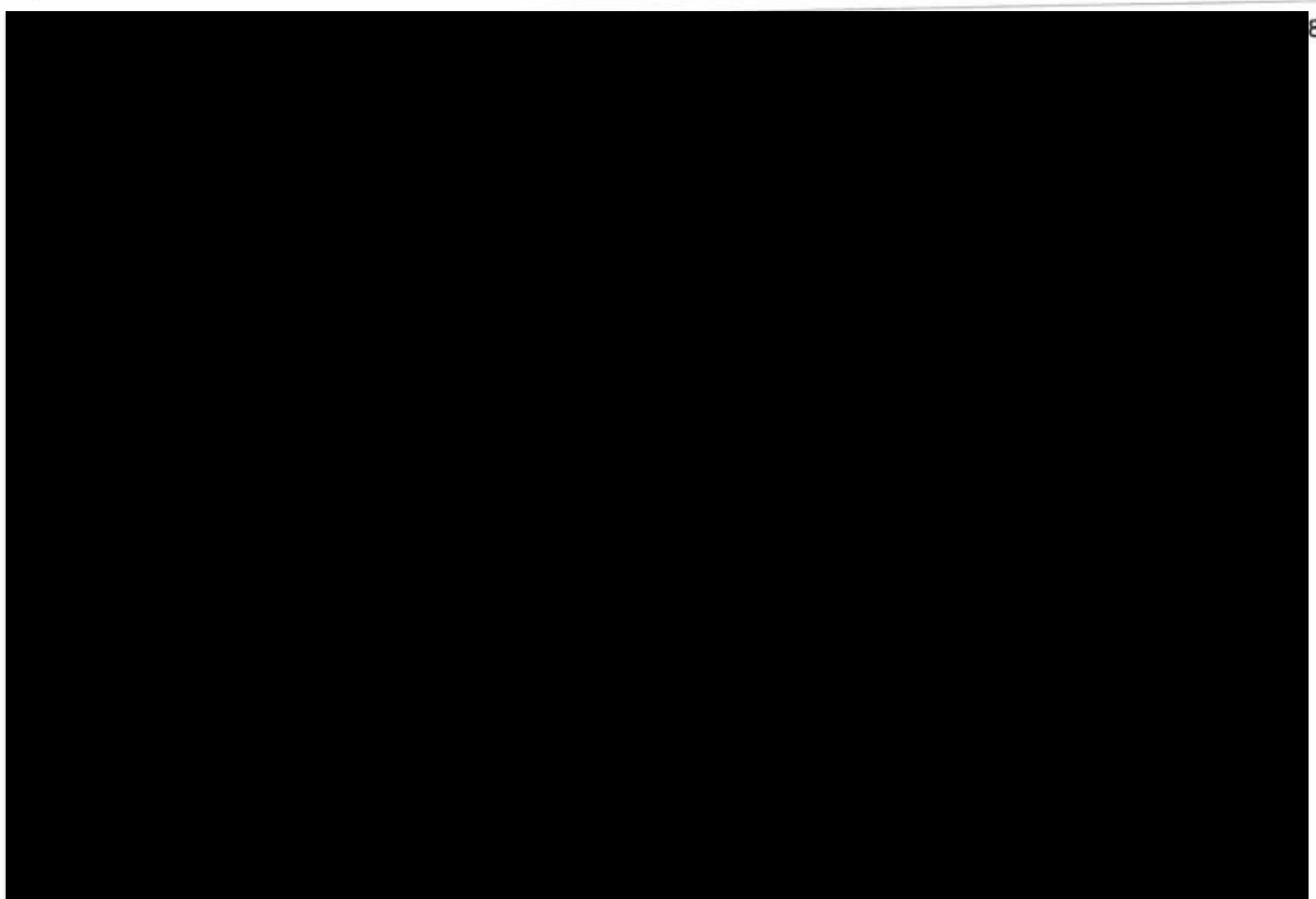
The licensing department take appropriate action when reports from the police are received regarding hackney carriage and private hire drivers. Whilst I understand your wish to include warnings given by the police, there is no mandatory provision for the police to record and report on them. The sharing of information by the police is limited to certain provisions, but can take place if there is a 'pressing social need'.

The policy also proposes requirements for operators to take more responsibility for the drivers and vehicles they utilise. By introducing this requirement and the proposal for the display of the part 1 and part 2 notice, it is anticipated that the reporting of incidents will be easier for the travelling public and assist the identification of licensed drivers who cause concern.

I hope the above provides the information you require.

Kind regards

[Quoted text hidden]



[Quoted text hidden]

Consultation on draft Hackney Carriage and Private Hire Licensing Policy

3 messages

Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

7 April 2017 at 14:42

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The draft policy and appendix documents can be found on the council's website, on the following link [consultation web link](#)

For ease of reference it is also attached to this email.

The consultation runs from Friday 7th April 2017 to Friday 2nd June 2017. Should you wish to respond to the consultation, please ensure that you do so prior to the end of the consultation period, to ensure that your comments can be properly considered, prior to the adoption of the final policy.

Kind regards

—
Consultation Officer


Licensing
Peterborough City Council
Town Hall
Bridge Street
Peterborough
PE1 1FA

lpc@peterborough.gov.uk

Tel: 01733 747474

To find out more about Peterborough City Council please go to: www.peterborough.gov.uk

Please consider the environment before printing this email

 **Fullconsultationdoc.pdf**
1802K

Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

11 May 2017 at 13:05

Good afternoon,

Further to the email below.

We would like to remind you that the consultation on the draft Hackney Carriage and Private Hire Licensing policy ends on Friday 2nd June.

If you haven't already responded and wish to do, please ensure that you do prior to the 2nd June. This is to ensure that your comments can be properly considered, prior to the adoption of the final policy.

Kind regards

[Quoted text hidden]



Fullconsultationdoc.pdf
1802K

Michael Galvin [REDACTED]
To: Licensing Policy Consultation Mailbox <ipc@peterborough.gov.uk>

14 May 2017 at 20:06

Dear Sir/Madam,

We do not intend to respond comprehensively to the consultation as we are merely operating a contact centre as a licensed operator in Peterborough.

We feel that the local taxi and private hire industry and other local stakeholders are better placed to respond comprehensively than us. We fully support the changes that are being proposed to licensed operators.

Kind regards

Mike

Dr Michael S. Galvin
[REDACTED]



ADDISON LEE

+

From: terri.martin@peterborough.gov.uk [mailto:terri.martin@peterborough.gov.uk] **On Behalf Of** Licensing Policy Consultation Mailbox

Sent: 11 May 2017 13:05

Subject: Fwd: Consultation on draft Hackney Carriage and Private Hire Licensing Policy

[Quoted text hidden]

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Taxi consultation

2 messages

Trevor Mcsparron

16 May 2017 at 10:09

Dear Sir,

I have the following concerns I wish to raise...

(1) you mention that you want to extend the age of the vehicle to 20 years if it meets current criteria.

Firstly current criteria on emissions is changing at an ever increasing rate and is getting stricter by the year. Any vehicle on the road in 20 years time that isn't 100% electric will be a huge polluter by the then current standards. This goes against your other arguments around the environment, such as allowing cars to sit up at designated car parks because of pollution.

We are supposed to be a the 'Environment Capital', have you spoken to other stake holders such as PECT, Sustrans Peterborough, Stagecoach, Delaine to name a few about your sustainable travel plans for the next 20 years??

You need a unified approach to sustainable travel with a clear road map how you're going to improve the lives of residents by reducing emissions and increasing public transport links and increasing the cycling infrastructure.

Peterborough could end up with a low emission zone within 10 years and your failure to see this now will cost the local and national tax payer huge sums.

The government are discussing a diesel scrapage scheme on vehicles that use the 1-5 euro Diesel engines. Some of these vehicles were being sold 3 years ago and so still meet the standard of not requiring an MOT! This raises further my issue surrounding your idea that you can see any current vehicles being fit for purpose in 20 years time for the health of our children and adults in the city, especially the city centre where hackney and private cabs will drive the most and sit idling away with their polluting engines on.

(2) What are you proposing to do with companies who drivers are suspended by PCC and their company moves to another authority are area to register their business and drivers?

This is what happens with King Carz, I have witnessed some appalling driving standards by their taxi drivers and you are either powerless to do anything about them or simply couldn't care. I have stopped calling your enforcement team over them because I have no faith in the department anymore.

Is it right that a company can reap all the profits from almost solely working in our city and not conform to the standards you will set other taxi companies or with strict rules on the buses and further hitting cyclists with negative policies?

Other taxi companies will simply move away to surrounding councils with relaxed rules and profit off your backs.

We need to ensure that where it can be proved that a taxi company or driver is avoiding registering in the authority they predominately operate that they register there too to allow you the powers to deal. The right to request their fare logs needs is key to help prove this.

(3) Are you serious about safeguarding your residents and visitors????

Because if you are you will ensure you ban the practice of allowing companies as above to work in Peterborough while registered to Huntingdon County Council or others, I see this as a way to avoid being dealt with and it will put young children, vulnerable adults and the rest of the residents at risk.

Mark this as a warning that you must flag...failure to deal with safeguarding surrounding not having registered drivers will one day blow up, I can see it coming!

(4) The ability to pay by contactless payment needs to be made compulsory as an option through secure systems.

(5) Hackney Carriages are no longer unique in their appearance. I witness on a weekly basis many private hire vehicles driving around without their private hire white plates on the sides of their vehicles. I have stopped calling your office to report because simple most of your officers response is 'it's only minor infraction' or 'maybe they've forgot to put them on'. If they're required you need to enforce it as like I said no Hackney Carriage looks unique anymore from when I was a child, they can be SUVs, mini vans and the only way to tell the difference is from the plate or let at night with drunken passengers not seeing the white plates is a good indication, so long as all the private hire drivers display theirs!!

(6) Your idea of increasing the term upto 20 years needs removing. You need to be proactive and start to decrease the term for the more polluting vehicles. If you truly are the environment capital you want to be pushing these heavy polluting vehicles off the road and incentivising the use of 100% electric and making them the standard for 20 year licences.

(7) the 30 day suspension to allow for minor repairs is a good idea.

However I would like to see approved PCC garages to carry out the yearly MOT tests. This will help ensure no scrupulous back street repairs or garages cut corners.

Kind regards
Trevor

Sent from my iPhone

17 at 11:18



Taxi consultation

1 message

mohammed tauseef [REDACTED]

16 May 2017 at 11:22

To: "lpc@peterborough.gov.uk" <lpc@peterborough.gov.uk>

Hi

I am writing regarding taxi consultation.

I agree with most of the changes you have listed but I also want you to take account of the individual drivers demand.

You have suggested to make a new complaint procedure, there are many people on the road who will quickly make complaint against a taxi driver then a normal car. We are easy target. If 10 people have made a wrong turn they will only consider the taxi driver is in wrong not the other 9.

Also you have mentioned to increase the age limit of the vehicles due to low emissions, But low emissions cars are not cheap to buy especially Electric. I recomend you to increase the limit on the new vehicle email. E.g private hire from 6 to 7 years old with no mileage limit.

I believe the big companies are expoloting and they have the monopoly within the trade.

Fix prices are damaging the independent drives, you complin to the cimpany owners about cheap fix prices and they completely ignore the independent drivers demand.

Big companies have over 100 company cars each they are making millions over a year and they tell independent driver to work on our conditions or log off the system and sit home, claim the benefits.

I would appreciate it if you can help the drivers to charge the meter prices.

I think the council charges need to come down. You are charging the drivers for selling the vehicle to another taxi driver (transfer of ownership charges) which is unfair. also charging for change of address is ridiculous.

You need to be fair to the driver for council charges I think they all need to be reviewed. Council charging £155 for administration costs is too much. The service to the taxi driver from the council over the years has gone down. You ring council and nobody picks the phones and you have to leave messages on the phone. It will be few days before somebody rings you back.

I also think if you're vehicle has failed mot. You should allow free mot one time and charge after that. Council charging £21 for the first time is unfair.

I would appreciate if you take our these suggestion into your account

Many Thanks

Yours faithfully

Mohammed Tauseef



Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

Response to Consultation

1 message

info <info@pect.org.uk>

22 May 2017 at 14:46

To: "lpc@peterborough.gov.uk" <lpc@peterborough.gov.uk>

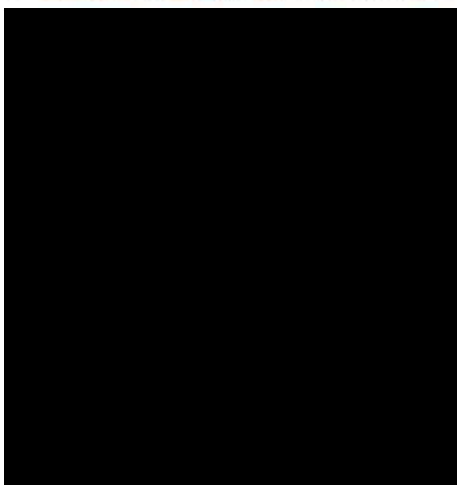
Good Afternoon

Please find attached a response to the draft Hackney Carriage and Private Hire Licensing policy, on behalf of Peterborough Environment City Trust. We have addressed three specific points within the policy, in relation to how they could impact on the environment.

We look forward to seeing your response.

Best wishes

Peterborough Environment City Trust



Sign up to our monthly e-newsletter to hear all our latest news and events first!



PECTs response to Peterborough City Council's draft Hackney Carriage and Private Hire policy

There are three main changes suggested in the Draft Hackney Carriage and Private Hire Policy document which relate to the environment.

1. Allowing Low Emission Vehicles (LEVs) to trade for 5 years longer than their respective non Low Emission counterparts.
2. Allowing Private Hire Vehicles to park in non-restricted and non-obstructive places outside of the city centre or within one of three designated carparks within the city centre, after completing a fare, rather than having to return to a home base.
3. Allowing vehicles to retest after 30 days if they fail a critical matter on their mechanical inspection, rather than being automatically de-licenced.

PECTs response

Firstly, we would like clarification of what constitutes a LE Hackney Carriage as the levels of CO₂ in the Policy document are surprisingly high for a LEV (222 g/km vs 0.5 g/km for a diesel Private Hire vehicle).

In response to point one, we have the following comments:

- This policy is aimed at making LEVs more financially viable so that they are chosen by more taxi firms/drivers.
- We support the aim to get more LEV being used in the city.
- It would be expected that what constitutes a LEV would change over time as technology improves. We are conscious of the need to ensure that the system is future proofed and that just because a vehicle is considered LE now this does not mean it is automatically allowed to operate in 15/20 years' time.
- We would like to see the regular testing of Hackney Carriages/Private Hire Vehicles taking this into account and for the passing levels of pollutants to be regularly updated in line with nationally agreed standards for LEVs.
- This would allow the best currently available LEVs to continue being used for up to 20 years whilst also removing less well performing ones over time as their technology becomes outdated.

- As technology improves and all vehicles become less polluting there is the possibility that vehicles bought now will be far more polluting than cars produced in 15 years' time. Therefore we would like to see increasingly stringent testing for non-LEVs as well as with LEVs. We would hope this would lead to lower emission vehicles being purchased with the knowledge that they will be allowed to operate for longer.
- Other cities such as London are making stringent requirements for low and zero emission capabilities for their Hackney Carriages and Private Hire vehicles and as a city with an aim of becoming the UK's Environment Capital we believe Peterborough should have equally ambitious policies designed to decrease pollution across the city.

In response to point two we believe that this has the potential to reduce the both congestion and pollution across the city and particularly in the city centre. Requiring drivers to always return to their base when not on a job adds multiple additional journeys around the city increasing both pollution and congestion. Provided the rules are enforced and they are not allowed to block cycle or walkways we believe this will be a very beneficial change.

In response to point three we believe that this has the opportunity to reduce the unnecessary scrappage of cars, and the environmental impact of both this and the manufacture of a new vehicle. At the same time it will mean that high standards continue to be maintained, and that driver's whose cars have minor issues are not unnecessarily penalised. However, we are cautious that it may mean that drivers put off maintenance until after their testing as they know they will have additional time to make any repairs, whereas before they would have had to take proactive measures, ensuring their vehicle would pass. We would like to see this discouraged and would suggest that in addition to the vehicle being out of service until the retesting that additional fees are imposed for the retesting to ensure this is not the preferred course of action.



Consultation on Draft Hackney Carriage and Private Hire Policy

1 message

Ash hussain [REDACTED]

28 May 2017 at 00:51

To: "lpc@peterborough.gov.uk" <lpc@peterborough.gov.uk>

Hello

I would like to address the matter of cross boundary Hackney Carriage vehicle acting as private hire vehicle in Peterborough area.

This trend has escalated to such a proportion that as a Peterborough private hire driver, I am finding it harder and harder to earn a reasonable living.

We have seen from test cases in the courts that what is happening is not illegal but to my mind I do feel it is immoral. If these Hackney Carriage drivers want to act as a Private hire drivers and desperately want to work in the Peterborough area then why don't they make applications in Peterborough.

Well the reason is obvious due to our high standard of testing in order to gain a badge these drivers would not be able to reach that standard hence they go to the nearest council whose testing regime is so low that any nincompoop can get a license and a Hackney License at that.

Having spoken and mourned to Taxi enforcement officer who are unable to stem the flow of these drivers, I thank you for the opportunity to put a suggestion to you.

I understand there was a debate in the House of Commons where a Andrew Gwynne Member of Parliament for Denton and Reddish on this very point asked the Andrew Jones Parliamentary Under – Secretary for Department of Transport on the 4th June 2016 what the government is doing to tackle this problem of cross boarder hire, to which in a nutshell the Under-Secretary replied that it's not the concern of the government, the problem should be addressed by the local Government as they have the full power at their disposal to rectify this in shape of the Local government (Miscellaneous Provisions) Act 1976, which governs the licensing of private hire vehicles, drivers and operators.

If this is the case then why can we not change some of the conditions of the Private Hire Operators license to ensure that whoever is granted an Operator's licence only be allowed to operate Licenses which are issued in that area, in other words he would be in breach of his license conditions if he was employing hackney license not registered in his operating area.

You have set out a lot of good conditions to Vehicle License and Driver's license. why can't you go one step further and add this extra line in the Private Hire Operators License conditions ensuring that only Vehicle License issued by Peterborough City are operated by that licensee. If you have the full powers as indicated by the Under-Secretary for Department of Transport to do this so why can't you exercise your power under this act.

If these Hackney Carriage Vehicles from outside our area are unable to be employed by any operator, surely this would be beneficial to the revenue for Peterborough City Council as more Peterborough Licensed Vehicles would be employed in their place and hence we would see an increase in the number of license fees, at the moment the PCC

is losing out as the cross border drivers don't contribute nothing except to these greedy operators who are cashing in due to the rental income being generated by this demand. All at my expense.

I hope I have made my point, please consider this as a lot of livelihoods are being effected, We need a brave council who will stand by for its own Licenced drivers who by enlarge work very hard and are proud to be working for Peterborough City.

Please forgive any grammatical errors.

Regards

Abdul Hussain [REDACTED]
[REDACTED]



Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

(no subject)

1 message

Tahir Shafiq [REDACTED]

25 May 2017 at 12:34

To: lpc@peterborough.gov.uk

Dear sir/Madame,

[REDACTED] I would like to request for you to extent the vehicle age for 5 years because this vehicle still has a lot of life in it in terms of both mileage and practical use.thans



Licensing Policy Consultation Mailbox <ipc@peterborough.gov.uk>

Re Extension of Iti's

1 message

Mir Afzal [REDACTED]

30 May 2017 at 15:58

To: ipc@peterborough.gov.uk

Dear sir/madam

I would like to request to you to extend the age limit on Iti's by at least 5years as I am concerned about my Iti which is due to come out of trade in January 2017.

[REDACTED] I don't see my self replacing the vehicle after January 2017.

I will very much appreciate if you would kindly keep people like me in mind when making a decision on 2nd June 2017 as I wouldn't know what to do as i've been in the trade since late 80's.

I will be looking forward to hearing from you soon.

Many thanks

Mir Afzal

[REDACTED]



Licensing Policy Consultation Mailbox <lpc@peterborough.gov.uk>

Extending taxi period

1 message

mohamed chahid [REDACTED]

30 May 2017 at 00:14

To: "lpc@peterborough.gov.uk" <lpc@peterborough.gov.uk>

I am sending you this email based upon the taxi situation. It would be very helpful if it would be possible to extend a few years on the taxi period. Under the current financial climate and fix prices of the fares from certain companies, it is difficult to make a living and afford essentials.

Now it is hard and impossible to buy another taxi to continue working, the only option is to drive a company vehicle or get Huntingdon licence plate and keep working in peterborough.

Will you please take into consideration this issue that is affecting our lives and families. I hope you take this into account.

Thank you

First draft of PHDF response to several clauses in the consultation document on Draft Hackney Carriage and Private Hire Policy - 19 May 2017

Critical failure – amendment to current policy

Following years of discussion and lobbying between PHDF and PCC Licensing, PHDF welcome the amendment which has resulted in the proposal for suspension and re-testing within 30 days rather than immediate de-licensing.

A suspension rather than immediate de-licensing has long been our goal and the 30 day period proposed by PCC is reasonable. The proposal by PCC Licensing that any critical failure that is not resolved within the 30 day suspension period thereby leading to the vehicle being de-licensed is also fair and reasonable.

NB Re-test fees - MOT exemption Certificate

We would also ask the committee to reverse the decision on re-test fees upon the first failure. We request that first failures are re-tested free of charge, but that subsequent failures after that incur the fee, currently set at £22.

Purpose Built Low Emission Vehicles – proposed extension of five years within the trade

The Federation are happy to agree to most of the proposals but with the committee to consider an amendment to the new emissions proposal: we feel that this year may not be in the interest of all parties and that perhaps the end of 2018 may be better as it would give range-extended TX5 a chance to be established and freely available to all counties outside London.

Perhaps Licensing would consider bringing emissions to Euro5 standard now with Euro6 as the standard from 2019. This will allow electric range-extended vehicles to become established, offering greater choice of best available options to the trade in the very near future. The impact of likely investment by the trade into these electric vehicles will ultimately raise standards regarding public health by improving air quality, help PCC to move towards a 'green' Peterborough and allow the trade to continue to deliver excellent service to residents.

Medical Health checks

The Federation feel that having Group 2 medical health checks may be best practice as described by the HSE, and that the trade would be prepared to welcome proposals to change the current health check arrangement. However, we feel that requiring them every 3 years is excessive and unwarranted. In point of fact, despite being assured in the consultation meeting on 09 May 2017 that 3 years is the local norm, our research has shown otherwise, and there is no overriding local precedent for such frequency:

Cambridge City Council – on application, then every 5 years until 60, thereafter annually
Central Bedfordshire Council - on application, at 45 years, then every 5 years until 65, thereafter annually

Fenland District Council – on application, at 45 years, then every 5 years until 65, thereafter annually

Huntingdonshire District Council – on application, at 55, then 60 and 65, thereafter annually

Leicester City Council – on application, at 45 years, then every 5 years until 65, thereafter annually

Milton Keynes Council – on application, at 45 years, then every 5 years until 65, thereafter annually

North Kesteven District Council – on application, then every 6 years until 65, thereafter annually

Rutland County Council – on application, at 45 years, then every 5 years until 65, thereafter annually

South Kesteven District Council – on application, then every 3 years until 65, thereafter annually

South Holland District Council – on application, then every 3 years until 65, thereafter annually

Taking into consideration our research and the guidelines for best practice which, notably, is aimed at HGV, and PSV licence holders carrying over 9 passengers, we have our own proposals to make in this area. Hence, the Hackney trade suggest that for sufficient protection of the public in our sector, medical health checks should be conducted for all new applicants upon entry to the trade, at 45, then every 10 years, thus at 55 and 65. Thereafter, we believe the health checks should be conducted annually.

www.hse.gov.uk/workplacetransport/personnel/medicalfitness:

'In line with DVLA requirements, HSE suggests you screen all existing and potential workplace transport operators for fitness before employment and at five-yearly intervals from age 45. Group 2 licences are renewable five-yearly from age 45.'

Introduction of requirement to display required information within all licensed vehicles

The Federation and Licensing Office have come to an agreement over the principle and display regarding the partition screens in Peterborough Hackney Carriages. In the interest of public safety, both parties agree to the displaying of driver information and contact details.

However, PHDF propose that rather than incurring only negative feedback, the word 'complaint' should not be used in the display. We suggest the following: *'Should you wish to comment positively or negatively on any aspect of your journey today, please contact PCC Taxi Enforcement Office. Thank you.'*

Introduction of three-stage trigger point monitoring system for drivers

In the interest of transparency and enforcement, PHDF accept the proposals made by PCC in this area.

Introduction of waiting areas for Private Hire vehicles to designated carparks

PHDF recognise that PCC view Peterborough as an environment city, take green issues very seriously and are committed to sustainability. The Federation also have such concerns and seek to play our part in improving air quality.

Therefore, the introduction of designated outlying carparks as waiting areas for Private Hire vehicles is welcomed on the grounds that it limits needless traffic in town, alleviates congestion in some areas, removes the temptation of PH drivers illegally plying for hire, and equally of importance, it reduces harmful pollutants and greenhouse gas emissions in our compact city centre. In terms of PCC Strategic Planning regarding the roll-out of low emission Hackney Carriages in Peterborough, this proposal for designated car parks ties in with emission strategies and reducing environmental impacts.

With Hackney drivers about to embark on major expensive changes to their trade regarding the investment into low emission vehicles in the interest of public health and air quality, this minor change for Private Hire company owners and drivers also addresses these twin-fold priority issues, as well as benefitting PCC by reducing the problem of illegal plying for hire which affects public safety. PHDF express concerns about the likely compliance to the scheme by PH owners and drivers, and enforcement issues. *Can PCC enforce the scheme?*

Additional areas of concern:

- **Outsourcing trade driving tests**

The PHDF feel there are concerns surrounding outsourcing driving tests for Hackney drivers, and ask that there is special care that this does not lead to an unwarranted increase in fees. What assurances are there that the outsourcing process will invite sufficient multiple tenders in order to be competitive?

Outsourcing to one company creates an immediate monopoly and no choice for applicants. As you must be aware, a parallel unsatisfactory system already exists with Amey, the sole providers of MOT exemption certificates, a situation where drivers have *no choice*.

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