

SUMMARY QUESTIONNAIRE

Name	Licensing Area	Taxi or Private Hire Plate Number
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HOW TO LICENSE - WHO TO LICENSE

- Should the two-tier licensing system, Taxi and Private Hire continue? Yes No
- Should the new legislation include London for the first time? Yes No
- Should the new legislation include Plymouth for the first time? Yes No
- Should the new legislation cover everywhere including private land? Yes No
- Should the new legislation clearly define "Plying for Hire" ? Yes No
- What should be licensed:-
 - Wedding cars? Yes No
 - Funeral cars? Yes No
 - Specialist vehicles - old limos/fire engines/horse drawn etc? Yes No
 - Pedicabs? Yes No
 - "Full time" volunteer drivers? Yes No
 - Members clubs (e.g. Pink Ladies)? Yes No
 - Car pooling groups? Yes No

WHAT TO CHANGE OR NOT

- Should private hire standards/conditions be set nationally? Yes No
- Or should councils still be permitted to impose private hire conditions? Yes No
- Should taxi standards be set nationally? Yes No
- Or should councils still be permitted to impose taxi conditions? Yes No
- Should councils still set taxi fares? Yes No
- Should pre-booking be retained as the only way to use private hire? Yes No
- When you are not working should you or your family be able to use your licensed vehicle for social/leisure use? Yes No
- Should local knowledge tests apply to private hire drivers? Yes No
- Should councils be able to set conditions on individual drivers/operators? Yes No
- Should councils be able to get together with neighbouring councils to set group standards for licensing.? Yes No
- Should councils be able to create or remove taxi zones in their area? Yes No
- Should councils be able to issue peak-time licences to help fill demand? Yes No
- Should private hire operators be able to make use of licensed private hire vehicles and drivers licensed from any area? Yes No
- Should taxis be able to charge more than the metered fare for pre-booked jobs whether in or out of their area? Yes No

DRIVER, VEHICLE AND OPERATOR LICENCES

- Should there be national "Fit and Proper" standards for all drivers? Yes No
- Should there be national "Fit and Proper" standards for operators? Yes No
- Should these standard apply to vehicle owners who do not drive themselves? Yes No
- Should vehicle standards be set Nationally to prevent councils from imposing Different age/emission/colour/testing and other standards? Yes No

- Should private hire operator licensing continue to be a legal requirement? Yes No
- Should operator licensing be extended to cover taxi radio circuits? Yes No
- Should private hire operators be able to transfer work to other operators outside of their licensing area as they can in London? Yes No
- If a taxi driver takes a pre-booking should he have to keep a record? Yes No

DEREGULATION

- Should councils lose the power to regulate numbers of taxis? Yes No
- Should councils still have the power to regulate/re-regulate numbers? Yes No
- If councils lose the power to regulate should they be able to stagger the issue of licences? Yes No
- If traffic congestion is clearly a problem should councils be able to control the number of licences issued - i.e. for reason, not unmet demand? Yes No

At this point the Law Commission asks what problems might arise if councils lost the right to control numbers - you could add your comments at the end of this questionnaire.

EQUALITY

- Should there be a special licence for wheelchair accessible vehicles? This could include a duty on the licence holder to give priority to disabled passengers or make the council make adequate provision at ranks for these vehicles Yes No
- Should these vehicles have a lower licence fee? Yes No
- Should all drivers both private hire and taxi have to take disability awareness training? Yes No
- Should rules be introduced to control drivers who fail to respond to a flag by a disabled passenger? Yes No

ENFORCEMENT

- Should licensing officers have the power to stop licensed vehicles? Yes No
- Should councils have the power to impound vehicles whose drivers break the rules or because they are unfit for the road? Yes No
- Should enforcement make use of fixed penalty tickets rather than prosecutions? Yes No
- Should licensing officers have the power to enforce on drivers, vehicles and operators from other licensing areas (cross border)? Yes No
- If they can enforce cross border, should that power extend to suspensions and revocations? Yes No

APPEALS

- Should the right to appeal against refusals, suspensions or revocations be limited to the holder of that licence only and not to "any person aggrieved"? Yes No
- Should the first appeal always be back to the council Committee? Yes No
- Or should the appeal go straight to the Magistrates' Court Yes No
- If failed at the Magistrates' Court should you still be able to appeal to the Crown Court? Yes No

Further comments on deregulation

Post your completed questionnaire to:
NPHA
8 Silver Street, Bury BL9 0EX
or scan the completed form and email to:
npha@btconnect.com