

## Private Hire and Hackney Carriage Vehicle Policy Specification and Conditions

## Summary of Consultation Responses

Response	Support	Colour	Age	Other
1	Fully support			
2	Mainly supportive but suggestions	Colour to be white or silver (as easier to distinguish)	HCV - Extend to 5 yrs for new to fleet but retain max age of 10 yrs PHV - Extend to 7 yrs for new to fleet but retain max age of 12 yrs	
3	Fully supportive			
4		Black is wrong colour for road safety – should be white or yellow.	Consider existing rule of over 7 yrs needs to be “showroom condition” is adequate.	<ul style="list-style-type: none"> <li>Plates positioned above bumper height could mean placed in rear window (obstructing view).</li> <li>All HCV should be wheelchair accessible.</li> <li>Taxi owner and testing station should be independent of each other.</li> <li>All HCV testing should be by DCC garage to get uniform standard.</li> </ul>
5		Roof signage is adequate to identify taxis. Black vehicles have a high percentage of involvement in road incidents.	Appropriate testing regime to identify poor vehicles. Significant concerns for the financial impact on the industry (replacement vehicles) and customers (higher taxi fares to meet industry cost). Some higher spec cars may be considered unfit due to age even though the spec is considered “executive”	<ul style="list-style-type: none"> <li>Trailers – disagree with the ban on trailers (with supporting information on road safety).</li> </ul>
6	Supportive with comments		Minibuses are generally commercial and longer life than cars. Owners may	<ul style="list-style-type: none"> <li>Trailers should be permitted (except on ranks).</li> <li>Owners should present confirmation of the financial</li> </ul>

			not replace such vehicles in turn impacting on the number of wheelchair accessible vehicles.	<p>ability to maintain a vehicle.</p> <ul style="list-style-type: none"> <li>• Second hand tyres should be banned.</li> <li>• Vehicles should be permitted in line with their approved seating capacity.</li> <li>• Increase costs of HCV plate, thus reducing number of HCVs.</li> <li>• Reduce PHV costs thus increasing PHV numbers.</li> </ul>
7			Remove minimum age restriction of 3 yrs but retain maximum of 10 yrs.	
8		Black is difficult to maintain and is uncomfortable in the warmer months. Signage exists to identify taxis. Additional industry costs for obtaining black vehicles.	No age restriction in DSA guidelines.	<ul style="list-style-type: none"> <li>• Quality of vehicles has improved due to increased enforcement activity.</li> <li>• Increase costs for industry and users.</li> </ul>
9		London has withdrawn the black cab only requirement.	Owner / drivers at disadvantage against fleet operators (economies of scale?)	<ul style="list-style-type: none"> <li>• Doesn't support the unrestricted numbers of HCV.</li> <li>• No way of enforcing confirmation of the financial ability to maintain a vehicle.</li> <li>• Trailers – doesn't support proposal (can use vehicle for personal use for which may involve use of a trailer).</li> </ul>
10	Supports and welcomes improvements		Age (minimum and maximum) is one factor but mileage is better indicator. Consideration should be given for relaxation in certain specific circumstances e.g. school transport. Age implications may give unfair competition to neighbouring companies (who do not have age	<ul style="list-style-type: none"> <li>• Ability to licence 8-seater vehicles must be retained for efficiency / cost savings.</li> <li>• Access for wheelchair users should include side and rear access (not side only).</li> <li>• No benefit in providing documentary financial evidence of ability to maintain a vehicle.</li> <li>• Policy should specify what is acceptable damage /</li> </ul>

			restrictions in their licensing authority).	<p>corrosion</p> <ul style="list-style-type: none"><li>• Wording of PHV 4.2 needs clarification.</li><li>• Vehicle testing should be done only by DCC Fleet.</li><li>• Para 5.2 and 5.3 are repetitive</li><li>• Results of compliance testing should be able to be captured to identify problematic areas.</li><li>• CCTV needs robust guidelines / conditions so as to protect users and drivers (human rights and safeguarding reasons).</li><li>• Rewording of “accidents” to “collisions”</li><li>• Clarity is required for operational communication equipment and mobile phone usage as conflicting messages in policy.</li><li>• Should be a requirement to record the daily inspection of vehicles.</li><li>• Vehicles should be equipped with booster seats.</li><li>• Stricter conditions for taxi licensing may result in licensees moving out of county to obtain licences but still being able to operate within DCC.</li></ul>
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