

Responses from trade / licence holders

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3) That the only exemption to the maximum age limit of 10 years will be applied to London cab type vehicles, the maximum age for such vehicle will be 15 years. Any other wheelchair accessible vehicles used for Hackney Carriage purposes to be licensed to a maximum of 12 years.

This pointer seems very unfair and I perceive it to be giving preferential treatment to Hackney Carriage cab type vehicles.

The cost of a vehicle to buy and put on the road after it has been modified to capacitate wheelchair tail lifts and moveable seats to allow changes in configuration of seating starts upwards of £45,000.

My concern isn't in general but specifically disabled access vehicles. I have spoken with several local authorities and they don't seem to restrict vehicles up to the age of 12 years as you do in Kirklees

Greater Manchester allow any vehicle to be registered up to 6 years of age and if the vehicle passes the MOT by the local authority MOT Centre the vehicle is granted a license. They have no restriction upon the age of the vehicle as long as it passes the MOT and is in good repair and condition.

Taking depreciation into account, a company can't simply afford to make the costs back from such a vehicle.

The vehicles are committed to school runs hence finding work in the interim period is difficult and this also gives us a substantial amount of down time in the holidays but if the age restriction was modified this would give us a better chance of being able to keep investing in disabled accessible vehicles.

Kirklees contracts are tendered, individuals and companies are competing for the lowest amount and then the vehicle can only be used for 12 years will eventually have a detrimental impact.

Eventually it is going to be unaffordable to accommodate and run these services.

The severity of this should be considered seriously.

Increasing the age to 15 years would be beneficial but discriminating a vehicle because of its age is unfair. If the vehicle is in good working order, is maintained to a good standard and passes stipulated requirements why shouldn't they have an extended period they can work as a private hire vehicle?

	<p>Adopting an initiative such as Greater Manchester would help companies utilise vehicles they have invested a substantial amount per vehicle.</p> <p>Councils Response</p> <p>The Council note the concerns raised about the upper age limit for licensed vehicles and officers will be looking into this issue over the coming months as referred to in paragraph 2.19 – 2.21 of the attached report.</p>
2.	<p>My only comments are as follows :</p> <ol style="list-style-type: none"> 1. Who regulates Kirklees Council’s employees who may or may not determine a person is fit and proper to hold a licence. How does the general public have confidence the Licensing Department is fit for purpose? 2. Is there really a need for “Local Knowledge Test”? Is this just for the quickest routes? If so surely technology in the shape of satnav and/or driverless cars negates the need for that. If it is local knowledge who determines what each driver/operator should know? If you provide a list you will open yourself to court action if you miss someone or something from that list <p>Do as you will with these comments.</p> <p>Councils Response</p> <p>The Council note the respondent’s comments. In relation to the ‘Local Knowledge Test’ this is part of the driver training policy which will be presented to a future Licensing and Safety Committee, where the respondent’s comments will be taken into account.</p>
3.	<p>I have no comment or question regarding about your letter</p> <p>Councils Response</p> <p>The Council note the respondent’s comments.</p>
4.	<p>I have been approached by the Kirklees drivers who are worried of the congestion charges which will be applied in big cities such as Manchester , Leeds etc. The cost of Electric, petrol hybrid, LPG vehicles are extortionate.</p> <p>Exemption will only be for Electric, petrol hybrid, LPG vehicles otherwise a cost of £12.50 daily to drop off in Leeds city centre.</p>

	<p>Recently Leeds city council have change their bylaws and now allow: Electric, petrol hybrid, LPG vehicles to be licensed upto 7 years old and can run upto 12 years old....previously it was 5 years on entry level and would run upto 10 years old.</p> <p>Leeds is a bigger city which a lot of captive audience.</p> <p>Would Kirklees Allow : Electric, petrol hybrid, LPG vehicles to be licensed upto 8 years old and allow to be licensed till 13 years as in Kirklees we don't do as many miles in comparison to Leeds taxi drivers.</p> <p>Also Leeds city council give a full 12 months licence even if you just have 1 day left for it to become its last age that it can be licensed. Eg: if we have a 11 years and 11 months old hybrid and licence has expired but has 1 month left for it to become 12 years old then Leeds would give full 12 months vehicle licence. I await your response</p> <p>Councils Response</p> <p>The Council note the concerns raised about the upper age limit for licensed vehicles and will be looking into this issue over the coming months as referred to in paragraphs 2.19 – 2.21 of the report.</p>
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Responses from Members of Public	
5.	<p>Please find below a response to your request in the Huddersfield Daily Examiner, dated 26/12/18, for residents views relating to Kirklees Taxis.</p> <ol style="list-style-type: none"> 1. In an ideal world anyone belonging to a group or organisation, however loosely they are alligned, who regard females as second class citizens would never be permitted to be in a one to one situation with either a vunerable girl or lady. 2. Again, in an ideal world anyone belonging to a group or organisation, however loosely they are alligned, who view dogs as vermin, in a nation of dog lovers, would never be permitted to be responsible for what is in some instances, a vital means of transportation. 3. At least 50% of the instances of inconsiderate and overly aggressive driving encountered by friends and family in Kirklees is the result of taxi drivers. <p>In the above three points I have attempted to be as diplomatic as possible.</p> <p>Councils Response</p> <p>The Council note the respondent's comments. All applicants for a private hire / hackney carriage licence are considered on an</p>

	<p>equal basis against a criteria set by legislation and local policies. Where an applicant falls below the required standard an application will be refused.</p>
6.	<p>I would like to see with regard to the Taxi "Hackney Cab" and the Private Hire Drivers more spot checks on the Drivers and the Vehicles.</p> <p>1: More checks with regard to vehicle maintenance, and drivers documentation and cleanliness of the vehicles.</p> <p>2: More checks with regard to the carrying of disabled passengers, such as blind people with guide dogs.</p> <p>3: It would be of great benefit if those applying for a Taxi "Hackney Cab" or Private Hire License had to take a test on the knowledge of the area within Kirklees Council Area. "A mini London knowledge test"</p> <p>4: Drivers class themselves as "Professional" yet the "Private Hire" Drivers I have had the experience of traveling with and seeing on an almost daily basis is disgusting.</p> <p>a: Speeding</p> <p>b: Using Mobile Phone while driving.</p> <p>c: Failing to Indicate a maneuver.</p> <p>d: Not adhering to road signs.</p> <p>5: A picture of the driver and his license should be visible to the passengers being carried.</p> <p>6: If the Private Hire Drivers want to be classed as "Professional Driver" then they need to act and look Professional.</p> <p>I have no problem with the "Professional" Taxi "Hackney Cab" Drivers . . . !</p> <p>To Summarise the "Hackney Cab" Taxi Drivers are of a far more "Professional" standard than the "Private Hire" Drivers. I believe it is the "Private Hire" side of the Licensing system that needs tighten up.</p>

	<p>Councils Response</p> <p>The Council note the concerns raised and can state that the Licensing Service does already undertake multi-agency operations and conduct both planned and random inspections of licensed vehicles. The proposed changes in the policy will seek to strengthen these operations.</p>
7.	<p>Dear Sirs</p> <p>I am responding to an item in the local paper about the licensing of taxis and private hire vehicles.</p> <p>I have been unhappy for some years about the standards which have been allowed to become the 'norm' regarding the above, and the recent convictions of some of the people entrusted with these licenses has provoked me to respond to this item.</p> <p>Some men were convicted. Some were not. Some knew about what was going on, and for various reasons did not help the victims. For this reason I will never again ride in a taxi where I believe the driver to be complicit in these crimes.</p> <p>I believe that Kirklees Council does not investigate these drivers further because it (the council) would find it difficult to fulfill its commitments to conveying children to school where transport is not normally provided. In other words, to vulnerable children. To vulnerable children. Yes. I repeated that.</p> <p>My own experiences of unsatisfactory taxi/private hire journeys have been few because of the following:</p> <p>Driver going through a red light with me in the back seat. (Calderdale Hospital to Honley)</p> <p>Driver leaving the pre-arranged pick-up point (Calderdale Hospital) before my seat-belt was fastened, and when I complained that it would not work, he said it must just have been broken.</p> <p>Driver talking to me in derogatory language.</p> <p>Driver telling me that the taxi was his brother's... that he had been 'on' since 4am (this was around 5pm) .. skidding all over the road and not understanding why, despite the fact that there was an inch of snow on the road. (Huddersfield Station to Honley)</p> <p>Driver being unacceptably rude to my 80+ year old parents, (Huddersfield Station to Honley) after a long journey from the south coast when they were very tired, and then turning Asian music so loud that my parents were uncomfortable. Being politically incorrect and insulting them and driving dangerously fast around the bends between Lockwood and</p>

	<p>Honley, and frightening them.</p> <p>Driver persisting on asking me personal questions about why I was divorced, despite telling him I did not want to discuss the subject.</p> <p>Driver discussing a friend of his who had been arrested for terrorist activities and who came from Crosland Moor. I found this very uncomfortable.</p> <p>A car in which I felt the suspension was not working.</p> <p>I am asking that Kirklees Council stand up to what is going on. I am not the only person to notice these things. Taxi drivers should have a clean license. They should drive carefully and safely. Their cars should be maintained and safe. They are taking money from people on trust that their lives are safe. If the drivers have any convictions, they should not be granted a license. I do not, and I do not want anyone I care about, to get into a car with a felon. I and everyone in Kirklees should be able to trust the driver to be a person who will take my life from here to there. My life. Do you get that?.</p> <p>Councils Response</p> <p>The Council note the concerns raised and can state that the Licensing Service takes its safeguarding duties seriously and investigates any and all concerns raised. Once an investigation is completed the appropriate action is taken against licence holder. The proposed policy seeks to strengthen this position.</p>
8.	<p>Following the recent article in the Bradford Telegraph and Argus regarding '<i>Residents asked for views on Kirklees taxis</i>', my personal view is that the biggest threat to public safety is that of the vehicle emissions generated by our local taxi fleet. The health impacts of poor air quality caused by vehicle emissions such as increased nitrogen dioxide are now well documented and areas of Kirklees now exceed the national air quality standards regarded as being 'safe'. Taxis contribute a disproportionately high amount to poor air quality given their high mileage and age of many vehicles.</p> <p>I would like to see a progressive policy of linking future Taxi licencing to a switch to low emission vehicles as has been the case in Nottingham. Under Nottingham City council's Taxi Strategy, all hackney cabs licensed from 2020 must be at least Euro 6 emissions standard, and from 2025 only Ultra Low Emission Vehicles (ULEVs) will be registered:- https://www.transportnottingham.com/driving/electric-taxi-trial/</p> <p>Councils Response</p>

	<p>The Council note the concerns raised about emissions and the proposed policy seeks to address some of these concerns. Officers have given a commitment to look at other aspects of the vehicle specification over the coming months.</p>
9.	<p>For my tw'penneth worth and experience I rarely use taxis anymore.</p> <p>1/ My reason, terrible driving standards, I have repeatedly had to tell drivers to slow down or to drive more safely, one driver was doing almost 60 in a 30 with myself my wife and my 9yr old son in. I told him to slow and he didn't, I ended up making him stop, we got out and I refused to pay.</p> <p>2/ old skanky cars, not clean, rattling and rusty.</p> <p>3/ cash only drivers? I've also been refused to be given receipts when asked.</p> <p>My solution.</p> <p>1/ personally I think all public drivers should be made to complete and Advanced driving test with the institute of advanced drivers, I also think more frequent and random stop checks by KMBC should be conducted to stop unofficial drivers standing in for friends and families. I also think drivers should be monitored for driver hours as quite a few do taxiing in between long shifted jobs.</p> <p>2/ again, my opinion, cars should only be used up to 3yrs from new, that way there are no questionable own or back street repairs done. (I'm sure main dealers would do special terms for cabbies)</p> <p>3/ customers should be given an opportunity to pay via card if they so require, and all drivers should record and give receipts when requested.</p> <p>Hope this may help in some way</p> <p>Councils Response</p> <p>The Council note the concerns raised and can state that the Licensing Service already undertake multi-agency operations and inspections of licensed vehicles. The proposed changes in policy will seek to strengthen these operations.</p>
10.	<p>Taxi drivers should come under the same scope as HGV AND PSV drivers .45 hours a week driving 90.hours a fortnight driving .taxi drivers should have to have a CPC and keep.it up.to.date or loose your right to drive a taxi .these rules aply to.HGV and PSV drivers .this will.make taxi drives s profesernal.like .HGV AND PSV DRIVERS .and driving regs will.be the same as HGV AND PSV DRIVERS .VOSA WAS LOOKING ON DOING ALL.OF ABOVE .TO GET RID OF THESE COWBOY TAXI DRIVERS .IT IN</p>

THE PUBLIC INTREST AND MOST OF ALL.SAFTY OF THE
GENERAL PUBLIC .
AND YOU KIRKLESS WILL.NOT BE HELD TO.RANSOM.WHICH
TAXI DTIVERS DO .IF YOU SAY ANY THING ABOUT CHANGE
IE BLOCK.ROADS WITH THERE TAXIES THIS MUST STOP.
YOURS BOB .HGV .PSV CPC HOLDER .RETIED

Councils Response

The Council note the concerns raised and can state that the Department for Transport have made recommendation that the number of hours a taxi / private hire drivers works should be considered by the Government. The Government have recently responded to confirm they will look into this matter further, and officers await the outcome.