

## Appendix 2 - Consultee Comments

Note: The text has been taken directly from the consultation software, without amendment

Proposal 1 -To require applicants/drivers to be examined by a medical practitioner with access to the patients medical history (notes).

### **Consultee Comments**

#### **Licensed Drivers**

If driver is above 50-55 then this proposal is quite attractive but still it will be bit difficult for some drivers to visit unknown gp.

As per psv and hgv should be every 5 years not 3 as current.

I would be highly in favour of all drivers having to see their own GP for their medical. However this is not practical whilst there is such a vast difference between practice charges.

It would incur yet another yearly cost. But if free then I would support and say yes.

The Gp is required to fill the form in an accurate way the question are self explanatory it is the driver who must answer correctly and honestly. The form covers all necessary requirements for the council. The current option is better as it gives the driver the ability to use any GP as they all charge different rates and most are more expensive, it also allows the driver to use a GP if his the appointment can't be meet and they then can call another for urgent booking.

This will easily double or even triple the cost of a medical. Some GPs will tend to sign off on some applicants they see regularly without actually conducting the exam, whilst those who are generally in better health, and rarely see their GP will get the fifth degree. Some GPs are not set up to do the eye exam fully as laid down in the latest requirements.

it should facilitate a true opinion of a drivers health and remove any possibility of cheating

Drivers may NOT have a licence if they do NOT have at least FIVE YEARS MEDICAL HISTORY available for scrutiny and is a true & continuous complete record.

#### **Public and other interested persons**

It seems ridiculous that the person providing the certificate of fitness does not know the history to the individual and is putting the public at risk.

Proposal 2 - To amend the relevance of convictions section of the fit and proper person policy by increasing the level of detail within the policy, providing applicants, licence holders, licensing officers and elected members with more clarity.

### **Consultee Comments**

#### **Licensed Drivers**

Agree with this proposal it will be very attractive for the council and other government bodies to have complete information about the driver's history.

The regulations should concentrate solely on CRIMINAL & DRIVING offenses when CONVICTED. There is no single national guidelines as to how police forces record warnings. As such one applicant may be bared for a 'warning' for a minor offense which they would contest, whilst another 'warning' to an applicant strongly suspected of a serious offense to which they admit, may not be recorded.

i support the proposal with reservations over minor traffic offences ,after all no driver is perfect and most taxi drivers cover between 3 to 5 times the average annual mileage making them statistically 10 times more liable to to fall liable to minor infringements. I feel this should be taken account of before judging drivers too harshly. after all the crb check does not prove anyone totally trustworthy only at best if they are doing anything illegal they have not yet been caught.

All applicants because of time periods regarding the severity of certain offences must have a CLEAR AND COMPLETE checkable record not a letter from a different authority OR territory that cannot be guaranteed to be a safe and proper history.

#### **Public and other interested persons**

We expect an enhanced check with other people in society who are likely to work with or have contact through their work with those who are vulnerable. A lot of people use taxi's when they are drunk and are vulnerable at that time. Vulnerable people who need safeguarding need to know that those who are driving them around are fit and do not have a criminal record to the degree that should they have that knowledge would not choose to get into their vehicle.

Proposal 3 - To introduce a requirement for applicants / drivers to undergo training in safeguarding children and young adults / child sexual exploitation.

### **Consultee Comments**

#### **Licensed Drivers**

My only concern is how long training will take, as I won't be earning any money during this period

Normally underage children travel with their parents or guardian so I think this proposal will be not attractive for the driver to do..

This is covered by criminal law. It should be enforced by the police. This is nothing to do with taxi licencing.

People know the law and should be dealt with by the police.

We are taxi drivers not social care this is and should not be passed who pays for loss of earnings when training do you reduce license fee if we attend. We will not in my opinion be qualified after half day training session.

Again Its the loss of earning to attend the course. I simp(y cannot afford to loose any income. And I am concerned by the phrasing of the question as it appears to have been given the acceptance of NWLDC already.

In partice who will fund the training unless its free also time off is required, most drivers are aware when carrying children of the Dangers

I also believe that we are the eyes and ears of our community and course should if possible make all persons aware of elderly persons ability to live in an acceptable living experience in viability and health patterns.

#### **Public and other interested persons**

Like hotelliers they need to know what to look for and be confident in reporting concerns.

This is essential for the identification of the vulnerable children and adults.

I think the training should be completed within 6 months.

Refresher courses should be introduced as the driver may not have to use the knowledge learnt and, therefore, be unable to recognise the signs if faced with them some time after the training.

Proposal 4 - To amend the driver code of conduct by:

- further defining the dress code, making it clearer to drivers what is acceptable. The dress code would be defined by a list of clothing items that are acceptable and a list of clothing items that do not present a professional image;
- further detailing correct and incorrect driver behaviours;
- adding the procedure for reporting safeguarding concerns.

## **Consultee Comments**

### **Licensed Drivers**

Proposal is attractive for the professional drivers.

Give us the list first talk about a dictatorship. Ban burkas what next erm we are taxi drivers find something else to do like inspect the cars or something

Only if the employer provides the said attire.

Drivers wear what cloths feel comfortable and aid there work most are usually well dressed and of smart appearance, we hardly get any customers complaining of torn trousers or ripped shirts or scruffy appearance. Its obvious to most drivers that they need to be well dressed. This more of a you will do as i say attitude from the council, do we really need to go back in time like school uniform for the 6th form

Dress Code - these proposals would infringe the human rights (right of freedom of expression) of the individual concerned.

Any clothing considered under public order legislation to be 'decent' should be permitted. (If any drivers are breaching this now then there is already sufficient scope to withdraw their licence through other avenues). No opinion on correct and incorrect driver behaviours. Supportive of procedure for reporting safeguarding concerns.

with the exception of shorts and vests in hot weather, personal higene is far more important.

i feel i should have a right to dress as i feel fit and to be comfortable with in an enviroment which consists of various people. wearing a suit and tie may apply to office work but not suited to driving a taxi in northwest leicestershire, smart casual wear is more appropriate in my opinon.

I am appalled at the state of some drivers who wear flip flops or sanders and shorts sweat shirts with any logo or wording they should be plain or short sleeve shirts long sleeve if arms are tattooed which may cause offence too passengers who being collected by a driver of unknown personal history of previous journeys.

### **Public and other interested persons**

The public will have more confidence in the driver if they look professional. It is also about taking pride in their job too.

Religious and cultural beliefs will need to be taken into account.

Proposal 5 - To amend the byelaws by adding the following requirement:

- The driver of a hackney carriage shall comply with the NWLDC Code of conduct for hackney carriage and private hire drivers.

No comments received