

Appendix C: Table of responses for letters and emails received regarding the Taxi Licensing Policy Consultation

No.	Letter or PCC Survey form used	Comments received	Response
I	Letter	<p>As a taxi driver working in the trade for 18 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money</p>	This has been answered within the main report.

		for house bills and paying off £70k loans, especially as we are still recovering from Covid. By post	
2	Letter	<p>As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money.</p> <p>I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time.</p> <p>The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black!</p> <p>I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>P.S. I am merely a customer, do not know any taxi drivers and am completely impartial. However, I do know that these taxi owners are having a tough time and to expect to change the wonderful black cab to look like an extension of the council owned vehicles, at their own expense is grossly unfair.</p> <p>By post</p>	Responded to within report.
3	Letter	<p>As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money.</p> <p>I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time.</p>	Same letter as 'No. 2' above - responded to within report.

		<p>The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black!</p> <p>I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>By post</p>	
4	Letter	<p>You and your licensing Department seriously need to look at the wider picture. Before you Make Myself and Many Other Taxi Drivers UNEMPLOYED I feel what you and Cllr Riley are Considering is ludicrous and Reckless and will completely Decimate or Destroy The Plymouth Hackney Taxi Trade which will be a very Sad day for All Customers and Us Plymouth Taxi Ambassadors</p> <p>Here's the breakdown</p> <p>Deposit £3,500 72 months £960.00 Final Payment £19,000 PCC wrapping £2,700 Total Price = £94.320 £302.50 Per week for 312 weeks = 6 years let that sink in ...</p> <p>By email</p>	Responded within the general report.
5	Survey form (1)	PCC taxi consultation survey form received – entered onto the online consultation on 07/02/22. Numbered as number 5 on the saved files.	Added to online consultation responses.
6	Survey form (2)	PCC taxi consultation survey form received – entered onto the online consultation on 07/02/22. Numbered as number 6 on the saved files.	Added to online consultation responses.

7	Survey form (3)	PCC taxi consultation survey form received – entered onto the online consultation on 07/02/22. Numbered as number 7 on the saved files.	Added to online consultation responses.
8	Survey form (4)	PCC taxi consultation survey form received – entered onto the online consultation on 07/02/22. Numbered as number 8 on the saved files.	Added to online consultation responses.
9	Letter	<p>As a taxi driver working in the trade for 31 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money</p>	Same letter as 'No.1' – responded within report.

		for house bills and paying off £70k loans, especially as we are still recovering from Covid. By post	
10	Letter	<p>As a taxi driver working in the trade for 22 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	Same letter as 'No.1' – responded within report.

11	Letter	<p>As a taxi driver working in the trade for 30 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	Same letter as 'No.1' above – responded to within report.
12	Letter	As a taxi driver working in the trade for 30 years, I am very concerned reading the proposals in your consultation.	Same letter as 'No.1' above – responded to within report.

		<p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
13	Letter	<p>As a taxi driver working in the trade for 30 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p>	Same letter as 'No.1' above – responded to within report.

		<p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
14	Letter	<p>As a taxi driver working in the trade for 36 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p>	Same letter as 'No.1' above – responded to within report.

		<p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
15	Letter	<p>As a taxi driver working in the trade for 26 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy</p>	Same letter as 'No.1' above – responded to within report.

		<p>well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
16	Letter	<p>As a taxi driver working in the trade for 47 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p>	Same letter as 'No.1' above – responded to within report.

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17	Letter	<p>As a taxi driver working in the trade for 16 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p>	Same letter as 'No.1' above – responded to within report.

		<p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
18	Letter	<p>As a taxi driver working in the trade for years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p>	Same letter as 'No.1' above – responded to within report.

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19	Letter	<p>As a taxi driver working in the trade for years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money</p>	Same letter as 'No.1' above – responded to within report.

		for house bills and paying off £70k loans, especially as we are still recovering from Covid. By post	
20	Letter	<p>As a taxi driver working in the trade for 20 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	Same letter as 'No.1' above – responded to within report.

21	Letter	<p>As a taxi driver working in the trade for 6 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	Same letter as 'No.1' above – responded to within report.
22	Letter	As a taxi driver working in the trade for 24 years, I am very concerned reading the proposals in your consultation.	Same letter as 'No.1' above – responded to within report.

		<p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
23	Letter	<p>As a taxi driver working in the trade for 5 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p>	Same letter as 'No.1' above – responded to within report.

		<p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
24	Letter	<p>As a taxi driver working in the trade for 11 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p>	Same letter as 'No.1' above – responded to within report.

		<p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
25	Letter	<p>As a taxi driver working in the trade for 9 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy</p>	Same letter as 'No.1' above – responded to within report.

		<p>well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
26	Letter	<p>As a taxi driver working in the trade for 20 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p>	Same letter as 'No.1' above – responded to within report.

		<p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
27	Letter	<p>As a taxi driver working in the trade for 23 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that's why we have tout lights on our cabs.</p> <p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p>	Same letter as 'No.1' above – responded to within report.

		<p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
28	Letter	<p>As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money.</p> <p>I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time.</p> <p>The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black!</p> <p>I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>By post</p>	Same letter as 'No. 2' above - responded to within report.
29	Letter	<p>As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money.</p>	Same letter as 'No. 2' above - responded to within report.

		<p>I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time.</p> <p>The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black!</p> <p>I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>By post</p>	
30	Letter	<p>As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money.</p> <p>I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time.</p> <p>The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black!</p> <p>I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>By post</p>	Same letter as 'No. 2' above - responded to within report.
31	Letter	<p>As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money.</p>	Same letter as 'No. 2' above - responded to within report.

		<p>I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time.</p> <p>The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black!</p> <p>I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>By post</p>	
32	Letter	<p>As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money.</p> <p>I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time.</p> <p>The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black!</p> <p>I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>By post</p>	Same letter as 'No. 2' above - responded to within report.
33	Survey (5)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 33 on the saved files.	Added to online consultation responses.
34	Survey (6)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 34 on the saved files.	Added to online consultation responses.

35	Survey (7)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 35 on the saved files.	Added to online consultation responses.
36	Survey (8)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 36 on the saved files.	Added to online consultation responses.
37	Survey (9)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 37 on the saved files.	Added to online consultation responses.
38	Survey (10)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 38 on the saved files.	Added to online consultation responses.
39	Survey (11)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 39 on the saved files.	Added to online consultation responses.
40	Survey (12)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 40 on the saved files.	Added to online consultation responses.
41	Survey (13)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 41 on the saved files.	Added to online consultation responses.
42	Survey (14)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 42 on the saved files.	Added to online consultation responses.
43	Survey (15)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 43 on the saved files.	Added to online consultation responses.
44	Survey (16)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 44 on the saved files.	Added to online consultation responses.
45	Survey (17)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 45 on the saved files.	Added to online consultation responses.
46	Survey (18)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 46 on the saved files.	Added to online consultation responses.
47	Survey (19)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 47 on the saved files.	Added to online consultation responses.
48	Survey (20)	PCC Taxi Consultation survey form received – entered onto the online consultation on 14/02/2022. Numbered as number 48 on the saved files.	Added to online consultation responses.
49	Letter	As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who	Same letter as 'No. 2' above - responded to within report.

		<p>already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money. I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time. The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black! I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>By post</p>	
50	Letter	<p>I'm sorry to say the taxi industry has become shameful , drivers are treated so badly and the outlays are degaussing, how do you expect drivers to be paying At least 25k a year when they can't earn enough to even live</p> <p>Plating and taxi license is a joke</p> <p>No where for drivers to even go to the toilet Shameful</p> <p>These are the questions and feedback that is needed</p> <p>Thank you</p> <p>By email</p>	Responded to within report
51	Letter	<p>To whomever</p> <p>Your proposals are embarrassing to say the least !!!</p> <p>As a hackney driver for over 24 years in this city I feel let down again by your lack of help towards the trade</p>	Responded to within report.

		<p>As a city we have had a tragic 2 years Not only with the pandemic but tragic Lose of lifes so safety has to be Utmost</p> <p>How does dropping the knowledge test For ph make the city safe ? You will have Any fruit loop driving around our city !!</p> <p>I totally understand the image new vehicles would give the city would be great to drive around in a newer vehicle Get real 55k plus !! Really !!</p> <p>The colour scheme wow i take it whoever thought this out must be an argyle fan ? How is this going to better the trade or help the driver ?? Just more pointless cost for the driver sorry to say but your making the trade harder and more unsafe The trade will lose 50% by 2027 !!</p> <p>Then who's going to do your school contracts never mind the general public</p> <p>The trade is on its knees please try and help it , we do have some good drivers that care !! Many thanks</p> <p>By Email</p>	
52	Letter	<p>hi , I can not afford to buy a electric cab at the moment and cant see myself to buying one too , I understand that council try to get my drivers into trade , but I cant say that this will help get more drivers , it will stop current drivers to leave</p>	<p>We are not requiring electric taxi's as part of this draft taxi policy.</p>

		<p>the trade , and public will be affected by this . I suggest to think of the decision again for all of us (drivers and public) Thank you . Sent from my iPhone</p> <p>By Email</p>	
53	Letter	<p>To licensing committee, I am a Hackney Taxi Driver owner of 2 cabs for nearly 20 years, the last 18 months as been a struggle paying bills, mortgage,tax,cabs, plates and keeping everything up to date like everyone else. With the options you are intending to bring in I would have to leave the trade at 60, I couldn't afford £140000. for 2 new cabs and wraps.I know the trade at weekends is hard to get a cab , I used to enjoy working till 5 or 6 in morning, now it's like picking up animals and putting our own lives at risk for a few pounds hence no more. I would like to see you the officers of the trade out there and see what's going on and earn your wages like we pay you , you should now be putting on more rank marshals and helping us rather than fighting us keeping the ranks safer .The fare increase is an insult to us as we haven't had one in 4 years , have you ? With price of fuel cabs maintenance it's an impossible task. Sent from my iPhone</p> <p>By Email</p>	Responded to within report.
54	Letter	<p>I WISH TO GIVE MY OBJECTIONS TO THE ABOVE POLICYS THE GREEN AND WHITE LIVERY NO BUT THE GREEN DOOR STICKS IM IN FAVOUR OF THE WHITE WRAPS NO AS WE HAVE A FIXED YELLOW LIGHT WHICH IDENTIFIES US. CARD MACHINES AND RECEIPTS A YES. EURO 6 NO AS TOON SOON AND QUICK FOR DRIVERS MAYBE AFTER 2023 ONLY ALLOW EURO 6 INTO CITY AS NEW VEHICLES. AND THE 7 YEAR AGE ON CARS I THINK ID NOT Financially viable I THINK FROM 2023 MAYBE YOU CAR CAN NOT BE OLDER THAN 15 YEARS OLD .THEN AFTER THEY MUST BE EURO 6 BUT I THINK SOME 15 YEAR OLD CARS ARE BETTER THAN SOME NEW ONES.</p>	Responded to within report

		<p>IF THESE FINANCILY CRIPPLEING MEASURES ARE BROUGHT IN . IN 2023 I THINK THAT THE TRADE WILL LOSE MANY GOOD DRIVERS PH AND HC DRIVERS .</p> <p>IN TIMES OF AUSTIRETY LIKE NOW DURING A PANDEMIC THIS IS NOT GOOD FOR WORK ETHICS AND MORAL YOU WILL LOSE MORE THAN YOU WILL GAIN .</p> <p>ITS ALLREADY HARD TO GET A TAXI THESE POLICYS WILL MAKE IT IMPOSSIBLE TO GET ONE .</p> <p>My cab is nearly 13 years old, just gone through 130k miles and is probably in better running order than most of the cabs half its age.</p> <p>I'd begrudge getting rid of a cab that I could probably keep running fine for the next decade.</p> <p>These regulations will come in eventually but the 18 month timeline is just ridiculous, coming off a pandemic where most drivers are on the bones of their ass and they expect us all to lumber ourselves with finance for 5 years, only to have to get rid of those vehicles again in 5 years. ☐♂</p> <p>The trade will be lucky if there's 100 hackneys in 2023.</p> <p>IF YOUR POLICYS COME INTO EFFECT I WILL HAVE NO OTHER OPTION TO LEAVE IN 2023 AS I WILL BE UNABLETO GET A 50K PLUS CAR ON CREDIT</p>	
55	Letter	<p>Black cab driver</p> <p>I am 54 years old this year and I will not be able to financially be able to get a new taxi</p> <p>I paid £33,000 for my taxi three years ago I will be very upset and disappointed if I've got a renew it in a few years after getting finance and will not be paid off for another five years thank you</p>	Responded to within report
56	Letter	<p>Hi there , I am a private hire driver and I also do Hackney sometimes and cover for school runs when needed. I am expressing the opinion of 20 taxi drivers at least that I spoke with just yesterday in the taxi rank (can imagine how busy that was :)) I understand that we have to move to the future ,electric and at least newer cars but you are asking for people to get a big finance on cars and</p>	Responded to within report.

		<p>many of us couldn't get it because of credit scores or other financial problems. Some councils like Manchester I believe or other cities offer drivers a 20,000 £ grant or other financial help to go full electric . What you are doing is like asking your housekeeper to buy a Dyson Hoover when she is on minimum wage and you pay her cash in hand , good luck with a finance :)) not to mention taking out the taxi test for private hire will get you more drivers indeed but none of them will make enough money cos there would be too many cars. Also you say we use Google maps to get to an address with private hire but a driver needs to know without Google maps to get there cos many times the app doesn't work or other problems and if you only use maps without knowing where you go you are more likely to cause an accident . The pay rise in Hackney carriage tariff is so small and insignificant for the drivers earnings when Hackney drivers is who you ask the most off (but full electric cars worth 50,000) and private hire drivers massive tariff rise and no exams anymore , it almost looks like you want to get rid of Hackney and make everyone go private , plasterers, carpenters, anyone. It's not the right approach and personally I will leave the business even though I love driving a taxi, and so will many others. If you want to really move forward take on some responsibility, for example, keep the taxi test for private hire , offer other incentives don't lower the bar on becoming a taxi driver. Quality over quantity, you are smart people don't take the easiest solution to apparently solve a problem, take out an exam so anyone can get it that's not very smart and lazy:) second of all for newer cars or electric we need help, grants , 20,000 pounds help at least , if not not a problem , let us use normal cars for Hackney like in other cities, and will all be happy to buy electric kit cars, 18,000£ 2017 or newer or other cars electric much cheaper , normal cars and carry people that's fine. And the tariff rise for Hackney is a shame especially when you ask that much from us. Like I said we understand we have to move to electric but either help with money or come up with solutions not dictate terms cos then you'll end up with more problems long term. Cheers love and all the best</p>	
57	Letter	Delimitation of HC, Good idea on paper, whilst sat in an office, not, looking at the financial cost to a new driver or existing driver, as a plate issued by the pcc,	Responded to within report.

		<p>must be fitted to a new cab, is anyone aware of the cost of the new electric cab. £60,000 so paying this off at £500 a month, 10 years. That is before any other bill,</p> <p>10 years of debt, Any thoughts on this, any idea of the average age of the driver out here, most well over 55.</p> <p>DBS update service, no mention of cost, to the driver.</p> <p>Well, reading most of this it seems pcc, are intending to kill off the hackney trade completely or pcc is aiming for a mixed fleet of HC vehicles.</p> <p>There is no consideration to the drivers of, both PH and HC drivers, it is a massive financial burden to the drivers.</p> <p>Good the way the people seemed to making money from these proposals, are you have guessed it pcc, with the NO refunds.</p> <p>This will kill off the Hackney trade by 2025, please give yourselves a big pat on the back.</p>	
58	Letter	<p>Can you tell me how to pay for the car.</p> <p>You still don't have in place for the Mount of cars that will use it .</p> <p>Also driver cannot afford to pay for a taxi every 7 years.</p> <p>You're living in fantasy world.</p> <p>The chap at the meeting said so.</p> <p>So tell us drivers where we can get help.</p> <p>Or Plymouth will be losing more taxis .</p>	Responded to within report.
59	Survey (21)	PCC Taxi Consultation survey form received – entered onto the online consultation on 15/02/2022. Numbered as number 59 on the saved files.	Added to online consultation responses.
60	Survey (22)	PCC Taxi Consultation survey form received – entered onto the online consultation on 15/02/2022. Numbered as number 60 on the saved files.	Added to online consultation responses.

61	Survey (23)	PCC Taxi Consultation survey form received – entered onto the online consultation on 15/02/2022. Numbered as number 61 on the saved files.	Added to online consultation responses.
62	Survey (24)	PCC Taxi Consultation survey form received – entered onto the online consultation on 15/02/2022. Numbered as number 62 on the saved files.	Added to online consultation responses.
63	Survey (25)	PCC Taxi Consultation survey form received – entered onto the online consultation on 15/02/2022. Numbered as number 63 on the saved files.	Added to online consultation responses.
64	Survey (26)	PCC Taxi Consultation survey form received – entered onto the online consultation on 15/02/2022. Numbered as number 64 on the saved files.	Added to online consultation responses.
65	Survey (27)	PCC Taxi Consultation survey form received – entered onto the online consultation on 15/02/2022. Numbered as number 65 on the saved files.	Added to online consultation responses.
66	Survey (28)	PCC Taxi Consultation survey form received – entered onto the online consultation on 15/02/2022. Numbered as number 66 on the saved files.	Added to online consultation responses.
67	Letter	<p>Dear Taxi Licensing Team,</p> <p>The proposed changes would make it impossible for me to continue taxing. I am not able to work the number of hours to make the purchase of a new taxi financial viable. I have reviewed it with an accountant and a senior financial analyst in transport.</p> <p>I would not be able to hire as these are based on drivers working long hours.</p> <p>Could you please let me know if I will be able to renew the license for my taxi if there is less than twelve months before the taxi changes.</p> <p>For example, if the license for my taxi (not taxi badge) is due in June and the changes are being brought in April, can I license the taxi from June till April. Losing the fee from April to June.</p> <p>Thank you for your assistance,</p> <p>By Email</p>	<p>Responded to within report. The Age limits have been removed for this taxi policy update.</p> <p>With regards to renewing your licence. You would not be able to renew earlier than one month before your licence is due to expire.</p>

68	Letter	<p>Taxi consultation Good morning Although ive only been a taxi driver 18 mths ive been in business 40 years or so. Most of the consultation i agree with apart from age of vehicles and the proposed short time to change over which im sure you know going be minimum £25k plus which personaly i can afford but the majority cant . Personally i would like to go full electric but at moment theres no proposal for length of use for full electric Current euro 4 and 5 about 18mths i think euro 5 should get another 12 mths or so on top of euro 4. Euro 6 should have end date of 2030 hybrid 15 years And your proposal for the new london levc of 14 should be 15 yaees as well which all the above have some sort of engine. At the moment theres nothing for 100% electric with no engine whatsoever Which are now coming out and some will have 250 plus miles on one charge which is great and will be able to have updated batteries as they come out I think a full electric hackney should have life span of 20 years due to the cost but with a greater life span will encourage more to go full electric over next few years and.cant see any reason why cant have 20 years being 100% full electric. Personally i like the idea of a colour scheme on new vehicles as if you buy white from new not massive cost but is if you have wrap a different colour one this very expensive. I hope ive explained the 100% electric correctly Thankyou Sorry forgot mention current 100% electric is the dyamo nissan model which already.being used throughout the uk including london at appox 160 miles pef charge which is being replaced this year by maxum which will have 250+ miles per charge couple photos included of current nissan and new maxum. Thankyou By Email</p>	<p>Responded to within report. Full electric vehicles would come under the ULEV definition.</p>
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70	Survey (29)	PCC Taxi Consultation survey form received – entered onto the online consultation on 15/02/2022. Numbered as number 70 on the saved files.	Added to online consultation responses.
71	Survey (30)	PCC Taxi Consultation survey form received – entered onto the online consultation on 15/02/2022. Numbered as number 71 on the saved files.	Added to online consultation responses.
72	Survey (31)	<p>Taxi and Private Hire Licensing Policy Consultation</p> <p>The Council has launched a consultation on a new draft Taxi and Private Hire Licensing Policy and associated guidance documents.</p> <p>Rachel Hind, Licensing Service Manager has confirmed: the last revision of the Taxi Licensing Policy took place in 2018 and the Policy now requires to be updated to include the recommendations from the Department for Transport ‘Statutory Taxi and Private Hire Vehicle Standards’ (July 2020) in addition to other changes which are required to ensure the Policy follows best practice.</p> <p>All of the draft proposed documents can be found on the Taxi Licensing webpage at www.plymouth.gov.uk/taxiconsultation2022.</p> <p>Vehicle Emissions and Age Policy 2022</p> <ul style="list-style-type: none"> • It is proposed that all vehicles plated for the first time by the Council (including existing proprietors on the change of vehicle), must be less than 3 years old from the date of registration at the time of application and the vehicle must meet the Euro 6 emissions standard as a minimum. • It is proposed for vehicle license renewals, the following age limits will apply from 1 April 2023: <ol style="list-style-type: none"> 1. Petrol/diesel Private Hire Vehicles - 7 years 2. Petrol/diesel Hackney Carriage Vehicles - 7 years 3. Hybrid vehicles - 10 years 4. ULEV vehicles* - 14 years <p>Infrastructure</p>	Responded to within report.

	<ul style="list-style-type: none"> • Vehicle charging infrastructure - the Council won't have infrastructure in place until 2024/2025 • Vehicle purchasing costs –It costs around £55 to £60 k to buy a ULEV Hackney Carriage (LEVC) £55600 after the DfT grant and around £25 to £35k to buy a Private Hire Vehicle ULEV. The Kia E Nero was £30345 and the MG was £26495 – £28495 brand new • Not all low-emission vehicles will get a grant. Only vehicles that have been approved by the government are eligible for a grant. To be eligible for the grant, cars must cost less than £35,000. The grant will pay for 35% of the purchase price for these vehicles, up to a maximum of £2,500. The amount of the grant depends on which category the vehicle is in. There are 7 categories of which Taxis fall in to category 6. <p>Background</p> <p>Officially, since Covid-19, the number of licensed vehicles have dropped from 346 to 309 and there is a lack of taxis and private hire vehicles across the city, however, taxi companies believe there is an additional number of both HC & PH drivers who have retained their license but have left the trade and working in the package (Amazon) and food delivery sector.</p> <ul style="list-style-type: none"> • This drop in vehicle numbers has had a direct impact on school transport. • Operators of school contracts have handed back school contracts as they are not able to attract drivers to undertake these routes. <p>In Addition</p> <ul style="list-style-type: none"> • Air quality in Plymouth is mainly good and it has been suggested it may not be possible for drivers to access government grant support (£5000) when considering the purchasing a new ULEV Hackney Carriage vehicle due to this. Noted on Gov. UK web site support grants have now been withdrawn? 	
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We have spoken with drivers and companies and have received the following comments:

- Driver A - "Would I be permitted to continue to undertake school contracts if I de-license myself and my vehicle"
- Driver B - " I am 74 years old I would not be able to get the finance"
- Driver C - "My credit score is poor so finance is not possible! I will be looking for an alternative job"
- Driver D - "To lease a new hackney would cost me £1000 a month!"
- Driver E – "I will be switching to PH as the overheads are less than HC"

There is general concern among drivers being expressed of the financial impact the policy changes will have on them. Many drivers have commented that they will no longer be able to afford to work in the taxi trade.

There has also been comments made of drivers moving to work in neighboring authorities due to fees being less than Plymouth/no requirement to purchase these expensive vehicles in the near future/no requirement for livery.

Comments from Contractors

I met with a number of our taxi contractors and asked for their comments on the consultation:

- Agree in principle, just need more time to put everything in place
- To spend £50k on a new vehicle drivers will need a longer life-span of the vehicle to allow for affordable monthly loan payments
- Drivers have had between 40-50% drop in income over the last 2 years, let us recover from the impact of COVID before implementing
- Over 100 drivers are over 60 years of age, they are not going to effectively re-mortgage themselves for another vehicle at this stage
- Let the industry recover from COVID, hope that drivers undertaking home deliveries return to the industry and let us get back on our feet first
- We will look to license with South Hams instead, and see what opportunities arise with DCC

- We have the paperwork to join Devon and Cornwall's school contracts system and we will license with them instead, so will operate contracts for them

Impact of new policy on School Transport

School Transport is a statutory function that the LA has to provide. The School Transport team provide a service to more than 800 of the most vulnerable students within the City.

There is a national shortage of drivers generally across the Country. Our minibus contractors have had drivers retire and others leave to work elsewhere over the last few months and we understand from the taxi companies themselves, 185 taxis have left the industry in Plymouth alone to work for other companies (for example Amazon). This has impacted the number of vehicles and drivers currently available to us to undertake our school contracts. If this policy is implemented per the consultation document, we believe there will not be enough taxi provision within the City to sustain the school transport service.

- Not all of the licensed HC and PHV drivers within the City undertake school contracts
- There would be an insufficient number of licensed drivers available to deliver full school transport service. We are already limited by the number of minibus drivers available, pre-COVID we had:
52 minibus routes, this has reduced to 44 to the driver shortage.
15 8-seaters taxi routes, this has now reduced to 12
Effectively 152 seats lost with the reduction in number of these 2 vehicle styles
147 hackney and saloon taxi routes, this has now increased to 180*
*this is partly due to the reduced number of minibuses/8-seater taxis but also due to the effect of COVID, we are currently unable to use the rearward facing seats in all hackney style vehicles meaning we have to use more taxis.
As an example, one minibus route was costing £190 per day for the vehicle and 1 Passenger Assistant was allocated to the route, the bus is no longer available

	<p>and the route had to be split into taxis, the cost of these taxis is now £240 per day and we have had to allocate 2 Passenger Assistants, one for each route so the annual increase is £9500 plus the additional salary for 1 Passenger Assistant.</p> <ul style="list-style-type: none">• Due to reduced numbers of minibuses, we now have to specify a hackney style vehicle for more routes because of the needs of the children, the screen between the driver and the passengers is vital. If hackney drivers have to replace their vehicles and more frequently, I am afraid due to increased costs of the HC vehicle, they will change to PHV and we will not have sufficient number of the required vehicles to support the most vulnerable students• One taxi company had 55 routes pre-Covid, now due to lack of driver availability they are operating 29 routes.• We understand, taking into account the current vehicles on the road, if drivers did not replace their vehicles per the consultation and left the industry, at worst case the taxi fleet could potentially have very few Private Hire Vehicles and HCs (due to ages of vehicles/licence renewal dates). This will not cover the number of vehicles currently required for School Transport, and we know not all drivers will undertake school contracts, so the number who will actually work with us will be lower.• This would impact the ability for contractors/operators of school transport to expand their business due to insufficient number of drivers limiting the amount of contracts they could tender for.• Likely to have a financial impact on the already over-stretched school transport budget with additional rising contract prices (school transport budget has been subject of scrutiny). If the drivers have to invest heavily into their vehicle costs, this will be passed onto the LA in tendered route prices.• Drivers will no longer license via PCC and will instead license with Cornwall and Devon CC, they will register with those LAs for School Transport contracts. Both LAs have shortfalls in their provision currently, so will welcome new drivers without the vehicle age and emission requirements. Again we will lose drivers.	
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		<ul style="list-style-type: none"> • Some drivers will license with other LAs, but will still provide school transport for Plymouth. This means Plymouth will lose the taxi license fees, but the vehicles will still be operating within the City <p>School Transport would welcome:</p> <ul style="list-style-type: none"> • Giving the taxi industry more time before we impose new policy – delay the implementation date • Allow drivers to recover from the impacts of COVID and hope drivers return to the industry • Delimiting the number of hackney carriage in Plymouth – this would increase the number of specialist vehicle available for the very specific need of the students, particularly given the reduction of minibus drivers available nationally • Age profiles for the vehicles at 10 years rather than 7 years, to allow the drivers to fund them over a longer period <p>We understand the Council has committed to becoming a carbon neutral city by 2050 and to halve emissions by 2034, and we have to strive towards the Government’s Climate and Emergency Action plan, but if we don’t give the taxi industry time to prepare we could face a real shortage not just in School Transport but across the City as a whole.</p> <p>By Email</p>	
73	Letter	<p>As a taxi driver working in the trade for 36 years, I am very concerned reading the proposals in your consultation.</p> <p>I most strongly object to removing the cap on the number of cabs, there is just not enough work during normal working days. The limit should stay in place at 346.</p> <p>I also strongly object to the Council forcing us to wrapping our cabs in green and white, this would be more costly to the drivers, our taxis are already distinct, that’s why we have tout lights on our cabs.</p>	Same letter as ‘No.1’ above – responded to within report.

		<p>Whilst I accept, eventually, that we will all have to switch over to EV taxis, your timescale is too radical and reckless. I therefore object to this proposal. The government has banned petrol and diesel vehicles being made by 2030, there has been no mention to force us to scrap our cars, so why push us to scrap healthy well looked after taxis so soon, the infrastructure is not yet sufficient for 346 electric taxis.</p> <p>More importantly I cannot afford to go into debt of £70,000 for these vehicles, all the proposals in this consultation are going to push more and more expenses onto the taxi trade.</p> <p><u>If these policies are approved and enforced, I will seriously consider surrendering my taxi badge and plate, for early retirement or for a new career.</u></p> <p>All of your proposals, which you feel will attract more drivers to the Trade, will do the opposite and put many drivers off like myself. Drivers will go into debt, by forcing them into purchasing more expensive cabs, and reducing the number of fares per driver by lifting the cap. There is not enough work around to earn money for house bills and paying off £70k loans, especially as we are still recovering from Covid.</p> <p>By post</p>	
74	Survey (32)	PCC Taxi Consultation survey form received – entered onto the online consultation on 16/02/2022. Numbered as number 74 on the saved files.	Added to online consultation responses.
75	Survey (33)	PCC Taxi Consultation survey form received – entered onto the online consultation on 16/02/2022. Numbered as number 75 on the saved files.	Added to online consultation responses.
76	Survey (34)	PCC Taxi Consultation survey form received – entered onto the online consultation on 16/02/2022. Numbered as number 76 on the saved files.	Added to online consultation responses.
77	Survey (35)	PCC Taxi Consultation survey form received – entered onto the online consultation on 16/02/2022. Numbered as number 77 on the saved files.	Added to online consultation responses.
78	Survey (36)	PCC Taxi Consultation survey form received – entered onto the online consultation on 16/02/2022. Numbered as number 78 on the saved files.	Added to online consultation responses.
79	Survey (37)	PCC Taxi Consultation survey form received – entered onto the online consultation on 16/02/2022. Numbered as number 79 on the saved files.	Added to online consultation responses.

80	Letter	<p>As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money.</p> <p>I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time.</p> <p>The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black!</p> <p>I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>By post</p>	Same letter as 'No. 2' above - responded to within report.
81	Letter	<p>As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money.</p> <p>I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time.</p> <p>The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black!</p> <p>I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>By post</p>	Same letter as 'No. 2' above - responded to within report.

82	Letter	<p>As a citizen of Plymouth, I am appalled to hear you're planning to ditch one of our British Icons, the black hackney taxi. Making our drivers colour their cabs green and white is complete nonsense. Forcing our hard-working cabbies, who already have to work long hours, to waste their hard-earned money on such silly rubbish, will deprive their families of hard-earned money.</p> <p>I am a regular user of taxis, I welcome their valuable service, I know how difficult things are for them at the present time.</p> <p>The iconic taxi has been with us for many years, the cab appears on many award-winning films and television programmes. The iconic black taxi is a known brand around the world, buses are red and taxis should always be black!</p> <p>I strongly oppose your plans to introduce a uniform colour of green and white taxis, the only colour for taxis should be black! Since the days of the horse and cart hackney carriage until today, hackney cabs have been black, and should stay that way.</p> <p>By post</p>	Same letter as 'No. 2' above - responded to within report.
83	Survey (38)	<p>PCC Taxi Consultation survey form received and entered onto the online, however the comments were too big to add into the online survey so these have been included below.</p> <p>5. Do you have any comments regarding taxi's being required to have a distinct colour scheme?</p> <p>I strongly object to this awful colour scheme, and disappointed you are misleading your questions once again - Question 4 talks of a colour scheme citing examples where other local authorities (such as Exeter) operate a mixed fleet. Plymouth, however, operates a fleet of Wheelchair Accessible Taxis - the style of the taxis already stand out, they have a big orange light on the roof of the taxi, which is far more visible. Your question talks about taxis in New York which are yellow, yet you don't mention the British Taxi ie Hackney Carriage which has been black since the 1800s. Everyone calls us the "Black Cabs" the Iconic taxi is well known to tourists, visitors to Plymouth are confident when they see a black cab, they know what they get, a safe taxi! We often get tourists having photos of the iconic taxi</p>	

when they see them on the ranks, the iconic taxi is seen on many television programmes, and on many famous films, from Carry on Cabbie to James Bond films, the black cab was also voted as the second most iconic taxi, just losing to a Tuk Tuk, beating the New York Yellow Cabs. Over 90% of people call us black cabs, why change something that is not broken.

The Plymouth 1975 Licencing act states:

4.3 (A) No Person being the proprietor of any vehicle, not being a hackney carriage in respect of which a vehicle licensed is in force, shall use or permit the same to be used in the City as a private hire vehicle without having for such vehicle a current licence under section 5 (Licensing of Private Hire vehicles of this Act, which clearly says the Council shall not grant such a license unless they are satisfied-

(a) the vehicle is-

(i) suitable in type, size and design for a private hire vehicle;

(ii) not of such make, design and appearance as to lead any person to **believe that the vehicle is a hackney carriage.**

There has been many comments from the Council saying a livery would show a clear difference between the two trades, yet had the Plymouth City Council 1975 Licensing Act been respected and upheld you would not be licensing Mercedes-Benz, Peugeot and Ford, vehicles as a private hire vehicle, especially as the traditional black, which most hackney cabs are black in Plymouth today.

Just because Plymouth City Council has not managed the trade effectively they should not pass the blame nor the extra expenses on to drivers, denying them a living wage. If they want the wrapping and uniform colours they should foot the bill and take responsibility for any breaches of warranty claims and damages.

The Colour suggested is truly awful, as is the part painting or wrapping of vehicles. Having the same colours as our local football team is also not welcoming, does that mean I could have my cab vandalized by opposing fans especially when visiting other cities like Exeter or Cardiff who are clear rivals to PAFC.

Plymouth City Council could perhaps come up with a far more pleasant Corporate Image for themselves before imposing the abomination on anyone else.

Green is considered historically as an "Unlucky" colour. I am aware that "Green Coloured" Cabs that have previously been Licensed in Plymouth have been passed

I understand from speaking to colleagues who have worked in the department for many years that about 20 years ago, there was an issue with obtaining FX4's and the Metro cabs due to the companies no longer trading. These two types of vehicles were only permitted vehicles at the time for hackney carriages. As the hackney carriage trade were struggling to find suitable vehicles, a report was presented to the Taxi Licensing Committee requesting that sliding door vehicles similar to those which were already being utilized by the private hire trade could also be permitted as a hackney carriage.

We do appreciate that allowing the hackney carriage proprietors to be able to purchase these vehicles make it harder to distinguish between hackney carriages and private hire vehicles. The proposed livery for the hackney carriage fleet will therefore assist the travelling public in distinguishing between the two trades.

	<p>by on Ranks, because the passengers do not want to travel in Green coloured vehicles.</p> <p>If you are to have a Corporate image taxi for Plymouth, then the colour you should be having is black! And possible put the City Crest on the door of the taxi, Nottingham has done the similar. If you're looking for a corporate image, why is the Plymouth Life Centre yellow, why is the coach station Blue and white?</p> <p>Black taxis are far easier to buy whether they are new or second hand, drivers would not have to pay extra money out having them sprayed or wrapped. Levic have stated over 85% of their sales are black, Mercedes Vito taxi sales have also confirmed most of their sales are sold in black, which clearly shows how hard it will be for drivers to replace their cabs for a white and green, it's just an extra expenses for drivers paying out up to £3000.00 for wrapping and re-spray's all unnecessary. Most people who enjoy traveling in a hackney cab call us the Black Cabs! Black Cabs are also known as the gondoliers of Britain.</p> <p>Furthermore some drivers look for work rather than relying on the taxi ranks for work. Some drivers choose to buy silver cabs in order to provide wedding services and funeral companies like to use Hackney Cabs to transport wheelchair users to the funeral service, which I myself do many of these, and often have to follow the hearse, with a black funeral fleet it would not be welcomed turning up in a green and white taxi, which would stand out like a sore thumb!</p> <p>Looking at PCC data of taxi colours, 145 cabs are BLACK, 59 are silver 45 are white, a poll was also taken on the PHTM which showed 76% said they support keeping the iconic taxi black!</p> <p>I am also concerned that your policy is to stop private hire cars being coloured white, this makes me feel we are moving towards a mixed fleet, which will then see the end of the wheelchair taxis.</p> <p>As far as I am aware, most illegal taxi services which we often see on facebook, use saloon cars, not Wheelchair accessible taxis (WAV), if you use Google Lens, taking a photo of my taxi, it comes up as a taxi which helps gives security to customers, a lit orange light on taxis don't only mean they are for hire, it's a symbol of safety and trust. Even by opening the door of a WAV taxi you can see it's a taxi, which all supports a black cab is by far the safest mode of public transport. If any taxi service needs a distinguish livery wrapping or a colour uniform then it should be private</p>	<p>If the livery colour was changed to 'black', then this would still require over half of the fleet to be repainted and there are a number of black cabs which also display advertising.</p> <p>We cannot have a private hire car in white if the livery is white as this would confuse the public. This is a standard requirement in Councils where a liveried HC fleet is in place.</p>
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		<p>hire that should be made to have more distinguished identify with a its more than a normal saloon car furthermore all private hire vehicles should be told to show the operators name on the vehicle, far too many are being used for other work such as takeaway deliveries, this would stand out if illegally parked on a taxi rank or plying for hire. If a taxi colour is needed, then black should be the colour.</p> <p>Furthermore, I do not support further regulation on the taxi trade, with 349 taxis in Plymouth, which also means 349 small business. Drivers have to pay a high cost for the taxi, so it should meet the drivers' personal budgets along with having to spend an awful lot of time in, it should be their right to decide what colour their cab is.</p>	<p>We have considered this request. Private Hire vehicles already display their licence plate and door sticker to show that they are appropriately licensed. In order to deal with any issues with illegally parked vehicles, we would need the plate number or registration number and not the operator's name. We have not received any direct complaints from members of the public regarding concerns that the private hire vehicle does not contain the name of the operator, however we will monitor this so that this can be reviewed for the next Taxi Policy review.</p>
<p>84</p>	<p>Survey 39</p>	<p>PCC Taxi Consultation survey form received and entered onto the online, however the comments were too big to add into the online survey so these have been included below.</p> <p>Question 5: 5. Do you have any comments regarding taxi's being required to have a distinct colour scheme?</p> <p><i>First and foremost, I strongly object to New York in the United States of America being used in the descriptor. They have a very different system of Licensing there and the owners have a great value tied up in "Medallions", so the colour is, to use an American phrase "Small Potatoes".</i></p> <p><i>Perhaps you could, or should, include Havana, Cuba where the colours of cabs rely mostly on what paint is available at the time and results in a brightly coloured and friendly looking Taxi Fleet.</i></p> <p><i>The Colour suggested is, in itself, truly awful, as is the part painting or wrapping of vehicles. It just looks as if damaged bonnets have been replaced from a scrapyard.</i></p>	

	<p><i>Plymouth City Council could or should perhaps come up with a far more pleasant Corporate Image for themselves before thinking of imposing the current abomination on anyone else.</i></p> <p><i>The awful Livery proposed would also have the very unfortunate effect of making Taxi's appear to be supporting the local football team. The result would be to make the vehicles obvious targets for visiting football supporters, as has been seen in other parts of the Country.</i></p> <p><i>It is not unusual for Passengers to return to a Taxi Rank to find the vehicle that they had previously travelled in, as they have misplaced property and feel they may have left it in the Cab. Very often they only know the vehicle colour, they never seem to know the make, if all the Cabs look the same in the awful Livery, they are going to struggle.</i></p> <p><i>If passengers wish to complain about a Taxi Ride, a description of "White and Vomit Green Bonnet" is not going to assist with any investigation. So less amenable Drivers may well be very keen on the anonymity of being hidden in plain sight.</i></p> <p><i>Several times in the last few years Police Officers have attended Taxi Ranks clutching print outs (or more lately a Tablet) from grainy CCTV as they want to talk to the Driver about Passengers. The vehicle type can be recognised by Cabbies and, if it's distinctive by Colour or Advertising, the Officer can be assisted further. If only colour can be seen, at least it cuts down the numbers of Drivers that need to be seen. Put on a uniform revolting Livery and every Driver in the City may need to be questioned or interviewed, a pain for all Drivers, a waste of time for the Police.</i></p> <p><i>Green is considered both historically and traditionally as an "Unlucky" colour. I am very aware that "Green Coloured" Cabs that have previously been Licensed in Plymouth have been deliberately passed by on the Ranks, because the passengers simply do not want to travel in Green coloured vehicles.</i></p> <p><i>No mention is made with regards to Livery in the "Statutory Taxi and Private Hire Vehicle Standards" from the Department for Transport, though as it isn't qualified as such, it may lead Consultees and Decision Makers to presume that it is. Whether this is a deliberate misdirection or just an accidental approach, it is not possible to determine, as the Licensing Office simply refuse to clarify, despite my repeated requests to do so. In either case it should be made abundantly clear to the final decision makers that this is absolutely not mandated in the Guidance quoted and is simply PCC (Licensing Office?) aspirational.</i></p>	<p>I have liaised with the CCTV department and they have advised that at night, a clear defined taxi colour such as the white and green proposed, will help with identification, and will support clearer images.</p> <p>Whilst there is no specific reference to livery in the DfT report, a number of Council's have adopted a livery to assist the public by providing a higher level of assurance that the taxi is lawfully licensed.</p>
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	<p><i>There is a known problem with un-licensed private vehicles being illegally used impersonating Private Hire in Plymouth. In particular the Social Media Phenomenon of “Taxying Tonight” is not being successfully combated by Devon & Cornwall Police or the Licensing Office, I do realise it is hard to get a handle on it. Nobody can mistake a real Taxi in Plymouth, the Top Light, Meter, Partition, Conference Seating and Wheelchair Accessibility are all dead giveaways, and all ensure that the vehicle is clearly a Taxi. If the distasteful Livery is to be imposed, force it on to Private Hire vehicles where the problem exists.</i></p> <p><i>The high cost of a WAV and the total inability to hide it – it would be noticed by legitimate Taxi Drivers immediately – making the chances of an illegal Taxi operating in the City, no higher than Zero. In London even “Worboys” was driving a real London Licensed Cab and not some sort of “Clone”.</i></p> <p><i>The cost of “Wrapping” or “Painting” of Vehicles is not cheap. This is an extra expense to be loaded on to a Trade which already means profits or income which are small already, considering other overheads, will be further reduced. Imposition of this on to “Vehicle Conditions” will potentially see a reduction in Proprietors prepared to remain in, or to enter, the Trade. I include myself in this number. Licensing elsewhere and working in Plymouth would be the best option, retirement the other.</i></p> <p><i>I will quote the answer from Cllr Riley in response to a supplementary question from Cllr Aspinall 24 January 2022. The question posed was:</i></p> <p><i>What is Plymouth City Council doing to increase those numbers again considering the night time economy and public safety. Can you clarify if we are reducing the number of people that can go through to sit their relevant exams to become a taxi driver because of COVID lessons?</i></p> <p><i>The answer was:</i></p> <p><i>Councillor Riley acknowledged the supplementary and expressed concern in relation to the night-time economy and this has been impacted due to a shortage of Taxi’s. This Council has progressed the Taxi Licensing policy which seeks to remove the cap on licenses and introducing a livery system to install pride. It was also recognised that the taxi shortage is a national situation.</i></p> <p><i>Cllr Riley was right in one thing only, the Taxi Shortage is National. As I have stated elsewhere in this reply, removing the cap on Hackney Carriages will not have the</i></p>	<p>We work closely with the police to ensure any illegal taxi’s are identified and dealt with. Very few complaints are received regarding this and the majority of complaints are regarding facebook posts saying ‘i’m taxi-ing tonight’ and upon investigation are inappropriately using the word ‘taxi’ and are offering friends lifts home. We advise against this and make it clear that no charge can be made as any charge could invalidate their insurance. The person will require a taxi licence if they are making any commercial gain or profit by providing this service.</p>
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effect of an increase numbers, the proposed livery will not instil pride (except perhaps in Cllr Riley) and will actively reduce the numbers of Hackney Vehicles Licensed.

Question 43 – Do you have any other comments regarding the proposed changes?

At the time of completing this Consultation there are Two pieces of Legislation going through the Houses of Parliament, both Bills directly impact on the Taxi and Private Hire Trades. These are:

- 1. Taxi and Private Hire Vehicles (Safeguarding and Road Safety).*
- 2. Taxi and Private Hire Vehicles (Disabled Persons).*

These Bills may, or may not, go all the way to a finalised Act of Parliament, with or without any further amendment of course, but due consideration of these items should made by the Authority. Item 1 has moved as far as completing First Reading in the House of Lords. Item 2 is now at the Committee Stage in the House of Commons.

Root and Branch Legislative of the revision Hackney and PH Trades is very overdue, the Primary Legislation covering Hackney Carriages and Hackney Drivers is now 175 years old. In Plymouth PH Licensing is based on a 47 year old Act, the rest of the Country, except London, rely on a 46 year old version based on the Plymouth “Act”.

At this particular time and with the shortage of Licenced Vehicles of both Trades in very short supply, it would seem very counter-productive to bring in a raft of expensive measures to drive numbers still further down. It is obviously a National problem (except in East Yorkshire strangely) but, probably uniquely, Plymouth as a Licensing Authority seem intent on taking a bad situation and making it drastically worse.

These two pieces of legislation have not been approved and finalized. However, from reading this at first view, it would appear that the **Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Bill (England and Wales) -**

<https://commonslibrary.parliament.uk/research-briefings/cbp-9305/> and <https://researchbriefings.files.parliament.uk/documents/CBP-9305/CBP-9305.pdf>

is regarding mandating LA’s to record refusals, revocations and suspensions on a national database – i.e. making the National Register NR3 mandatory. This has already been included this as part of our updated Policy requirements so we don’t anticipate any issues with this.

Taxis and Private Hire Vehicles (Disabled Persons) Bill (<https://bills.parliament.uk/bills/2912>)

This proposes to introduce additional duties to prevent making any additional charge for a disabled passenger and is based on the recent case law (McNutt). It clarifies that it would be illegal to charge more for a journey for a wheelchair user for example than for an able bodied passenger. It also requires (now states ‘must’ instead of ‘may’) a list of wheelchair accessible vehicles, however we have always provided this list – please see

	<p><i>There have been many areas that end up with Hackney Carriages licenced elsewhere working in their environs. These vehicles are operating perfectly legitimately by working strictly as Private Hire. Case Law clearly shows that a Hackney Carriage Licensed anywhere is always a Private Hire everywhere. The Authority of choice for Drivers/Proprietors making use of this loophole is Wolverhampton at the moment, there are plenty of others of course. A lucky accident of Geography has kept Plymouth sheltered from this so far. Put too many hinderances in the way and the thinking Drivers/Proprietors could well look to avail themselves of this facility, PCC would start to lose control of the PH provision within the City. PH too can now take advantage of this "Outside Licensing" as well. If just one or two were to take this approach, a landslide could quickly follow. Stopping it would require legislation revision as it was legislation revision that brought it about. If you want to wait for Parliamentary time to be available for this to happen, please be prepared for a long wait.</i></p> <p><i>Further to the previous paragraph, it would seem that DfT and the Government do not intend to do anything to close the loophole any time soon. When posed the question by Rachael Maskell MP, the DfT Minister, Trudy Harrison MP stated:</i></p> <p><i>"The Task and Finish Group on taxi and Private Hire Vehicles licensing set up in 2017 considered the impact of new technology on the sector including in respect of out-of-area working. As set out in the Report by the Chair of the Group, the recommendation to address out-of-area working was one of the areas on which it was not possible to reach a consensus. The Government, in its 2019 response, agreed to consider the recommendation further. The Department for Transport has considered in detail options to restrict out-of-area working by taxis and private hire vehicles in England. "Engagement with the sector and regulators evidenced that there are a wide range of differing views and a lack of agreement on how the negative aspects caused by out-of-area working might be best addressed; many approaches having detrimental impacts for drivers, businesses, and ultimately passengers, along with</i></p>	<p>https://www.plymouth.gov.uk/licensingandpermits/taxilicensing/transportingwheelchairuser.</p> <p>It is becoming increasingly popular throughout England and Wales for vehicles licensed as Hackney Carriages (taxis) to be used to perform pre-booked journeys in areas other than the ones in which they are licensed. As you have mentioned there may exist a situation where a taxi licensed by, for example Wolverhampton and driven by a driver also licensed in Wolverhampton could work as a PHV for an operator in Plymouth. This may appear at first sight to be a bizarre situation, and you would be right in reaching that conclusion, as if the vehicle and driver are licensed elsewhere, it follows that we as a licensing authority, have no control over it or the driver, which is hardly a satisfactory state of affairs, but it is perfectly legal at this time. Whilst the vehicle will always be a taxi (its character in law is not able to change) it can perform pre-booked journeys anywhere in the Country. However, it cannot stand for hire on ranks, or ply for hire in the streets or accept any other journeys within Plymouth that have not been pre-booked through a licensed PHO. This situation exists due to the case of <i>R (on the application of Newcastle City Council) v Berwick-upon-Tweed BC 2008</i>.</p>
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congestion and air quality. The safety of passengers, including women and girls, was one of the issues considered, and there were particular concerns that restrictions on the availability of taxis and private hire vehicles may impact adversely on passenger safety by increasing the use of unlicensed, unvetted and uninsured drivers and vehicles. Following this engagement with the sector, the Government concluded that it would not, at this time, take forward out-of-area restrictions”.

(Quote 14 January 2022 taken from TaxiPoint on an Online Trade Publication.)

Only one proposal in the whole of this Consultation would seem to help Drivers (and I don't think this was intentional), the three-year return avoiding Knowledge and Driving tests. Bizarrely this provision, if it is adopted, could easily encourage Drivers to leave the Trade to test the waters of other employment. Knowing there is a very simple way back is beneficial to Drivers. Far from increasing the numbers, (as I am sure is the intention) it could well lead to another exodus. It seems to me that the “Law of unintended consequences” is at play here.

Historically Taxi Drivers have been drawn from the General Public, Ex-Servicemen and Immigrants from the various parts of the EU. Recruitment from the General Public is much reduced. Servicemen finishing their Career at the age of Forty used to get their Service Pension on leaving, but they don't now, so they don't even consider turning to Driving a Taxi, they need bigger incomes as they often have dependant families. Numbers of Ex-Servicemen are now very low in the Trades, just Ten years ago they made up a sizeable percentage of the whole. Brexit has obviously turned the tap firmly off with regards to EU Immigrants.

It is hard to see where the next Generation of Taxi Drivers will be coming from. With the inflated expenses of Licences for Driver and Vehicle Fees in Plymouth, expensive Medicals, exorbitant Insurance Premiums, Tyres, Servicing, Repairs and Vehicle Replacement costs, potential recruits would be very well advised to seriously consider any alternate employment opportunities that they may have in preference to entering either Trade. The Drivers currently in the Taxi Ranks (and PH Offices) are going to be the only ones for quite some time to come. PCC need to shift their collective focus and aim full square at retention, not in providing the last straw that forces these Drivers out of the Trades.

This was intentional to assist drivers to return to the trade. Please refer to the report which discusses this point further.

		<p><i>The reasonable plan by many Proprietors, (I include myself amongst them) was to sell their existing Cabs and to use the Monies raised as the deposit on a new vehicle. Then Covid happened. The resale value of a Cab is now probably no more than “Scrap Value”. There are (Literally) fields full of redundant Taxis in various parts of the Country. These people have no sensible way to finance a new Taxi (and again I am one of these). For me, Retirement or Licensing elsewhere now beckons. Finance Companies took a bath as a direct result of Covid, the vehicles filling the fields are often Taxis which were repossessed as the Proprietors just could not keep up with the loan repayments required. Were they to feed their families or pay for a vehicle they couldn’t use? These Companies are now understandably being very reticent in offering any loans to Taxi Drivers for vehicle purchase.</i></p> <p><i>Along with many of my Colleagues I have been approached with Job offers, all of which would generate a bigger income than I currently achieve. For me personally the freedom to work or not, at any time of my choosing, is the only reason I stay. I can’t honestly envisage that I will be staying for very much longer, especially if all, or even some, of the proposals in this consultation are adopted. I would certainly be considering Licensing as a Hackney Driver and licensing my Taxi elsewhere and working as PH in Plymouth, in a sensibly coloured vehicle, and providing a service that the people of Plymouth need, as one eminently sensible and viable option that I could take. A change of career or a reluctant retirement are the other options now open to me.</i></p>	
85	Survey 40	<p>PCC Taxi Consultation survey form received – entered onto the online, however the comments were too big to add into the online survey so these have been included below.</p> <p>Question 43: Do you have any other comments regarding the proposed changes?</p> <p>Department for Transport TAXI AND PRIVATE HIRE VEHICLE LICENSING: BEST PRACTICE GUIDANCE March 2010</p>	<p>You have quoted part of section 38 of the Department for Transport ‘Taxi and</p>

Page 10. 38. Another approach, possibly in conjunction with the previous option, is a requirement for a roof-mounted, permanently illuminated sign with words such as ‘pre-booked only’. But it can be argued that any roof-mounted sign, however unambiguous its words, is liable to create confusion with a taxi. So roof-mounted signs on PHVs are not seen as best practice.

When I started in the Minicab Trade there were many ex-servicemen, trainee doctors, accountants and solicitors. Becoming licensed caused a lot of these person to withdraw from the Private Hire trade and it is now noticeable that there are very few ex-servicemen. Also EU citizens have returned to their own countries due to the, in my opinion, Government mishandling of the Brexit policy.

“The Licensing System is designed to protect the public”. While agreeing with this principle, the Plymouth City Council Licensing Authority Policy relating to Licensed Taxis and their Licensed Drivers is becoming too onerous for Licensees to happily accept which may lead to Licensees leaving the trade and deter future applicants and returnees to the detriment of the public.

This is a Consultation about the Plymouth City Council Taxi Licensing Policy 22 yet it appears that this Licensing Authority does not know what a Taxi is. Taxis are legally defined through **SI 1994 No. 1519**

Interpretation general 4. "taxi" means (a) in England and Wales, a vehicle licensed under (i) section 37 of the Town Police Clauses Act 1847^[16]; or (ii) section 6 of the Metropolitan Public Carriage Act 1869^[17]; or under any similar enactment.

The Private Hire Trade is not the Taxi Trade.

Private Hire Licensing Best Practice guidance’. However, this needs to be read as part of the whole text which states:

Vehicle Identification

38. Members of the public can often confuse PHVs with taxis, failing to realise that PHVs are not available for immediate hire and that a PHV driver cannot be hailed. So it is important to distinguish between the two types of vehicle. Possible approaches might be:

- 1. A licence condition that prohibits PHVs from displaying any identification at all apart from the local authority licence plate or disc. The licence plate is a helpful indicator of licensed status and, as such, it helps identification if licence plates are displayed on the front as well as the rear of vehicles. However, requiring some additional clearer form of identification can be seen as best practice. This is for two reasons: firstly, to ensure a more positive statement that the vehicle cannot be hired immediately through the driver; and secondly because it is quite reasonable, and in the interests of the travelling public, for a PHV operator to be able to state on the vehicle the contact details for hiring;**
- 2. A licence condition which requires a sign on the vehicle in a specified form. This will often be a sign of a specified size and shape which identifies the operator (with a telephone number for bookings) and the local licensing authority, and which also has some words**

		<p>This is a Consultation about the Plymouth City Council Taxi Licensing Policy 2022 yet there is no mention of the Dress Code. This writer agrees that there should be a reasonable standard of dress and appearance of Licensees.</p> <p>This writer also agrees that there should not be torn or patched Jeans or trousers and that shirts should have collars.</p>	<p><i>such as ‘pre-booked only’. This approach seems the best practice; it identifies the vehicle as private hire and helps to avoid confusion with a taxi, but also gives useful information to the public wishing to make a booking. It is good practice for vehicle identification for PHVs to include the contact details of the operator.</i></p> <p><i>3. Another approach, possibly in conjunction with the previous option, is a requirement for a roof-mounted, permanently illuminated sign with words such as ‘pre-booked only’. But it can be argued that any roof-mounted sign, however unambiguous its words, is liable to create confusion with a taxi. So roof-mounted signs on PHVs are not seen as best practice.</i></p> <p>Whilst we understand the point you were trying to make when referring to this part of the guidance, as you can see when looking at this wording in the whole, there is also an argument for allowing a suitably worded roof sign on a private hire vehicle. In reality, the Council receives very few, if any, new applications for approval for a roof sign on a private hire vehicle.</p> <p>The dress code within the Code of Practice has not been altered as part of this review and has been in place since 1 May 2018. The dress code requirements still remain.</p> <p>Hooded coats can be used by drivers if they need to get out of the vehicle in the rain to greet their</p>
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	<p>Cotton is used to make shirts, trousers and jeans which are worn by Royalty, Presidents, the Clergy and Politicians including Councillors.</p> <p>Taxi Drivers drive Taxis which are machines that occasionally breakdown and require mending or have punctures which requires changing wheels.</p> <p>Jeans are hardwearing and very suitable for this type of profession and this writer is totally against any ban on the wearing of jeans by City of Plymouth Licensed Taxi Drivers.</p> <p>Hoodies: while agreeing that hoodies should not be worn under normal service situations they are very convenient when it is raining to keep ones head dry and warm. Also, in the event of a breakdown or puncture they are a very practical item of clothing.</p> <p>Dress does not affect professionalism which includes being polite, helpful, courteous assisting with luggage, opening doors and being prepared for the unexpected.</p> <p>THE PLYMOUTH PLAN 2014-2034 Approved January 2021</p> <p>Policy GRO4 Investment to Drive Growth Pages 55 – to 60; five pages with no mention of Taxis, which are public hire, or Private Hire, the only trades to supply a 24 hour intermodal transport service in Plymouth linking Air, Ferry, Rail and Road Services.</p> <p>Plymouth City Council – Child Poverty Strategy</p> <p>3.1.1 Strategic Objectives</p> <ul style="list-style-type: none"> • Promote work as the best route out of poverty • Income management maximisation 	<p>passengers, however ‘hoodies’ are not permitted as the drivers face must be fully identified and alternative jumpers can be worn.</p> <p>Noted – the changes to the emissions policy will help address this concern.</p>
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	<p>3.2.1 Strategic Objective • Give children and young people the best start to life</p> <p>Link with child poverty</p> <p>4.7.2 People on low incomes often end up paying more for the services they need because they cannot access mainstream financial products. Poorer households are particularly vulnerable to over indebtedness and those in the lowest income band are twice as likely (18 per cent) to be in structural 14 arrears (more than three months behind on any bill or payment) than households overall (9 per cent). It is estimated that one in two people in debt will have a mental health problem. People on low income are also more likely to face barriers to employment such as unaffordable childcare and access and affordability of transport to travel to work.</p> <p>It is this writer's opinion that the current proposals for Policy 22 will affect the quality of life for Taxi Drivers and their families including children.</p> <p>Human Rights Act 1998</p> <p>PART II THE FIRST PROTOCOL ARTICLE 1 Protection of property</p> <p>Every natural or legal person is entitled to the peaceful enjoyment of his possessions.</p> <p>SCHEDULE 1 THE ARTICLES PART I THE CONVENTION RIGHTS AND FREEDOMS</p> <p>ARTICLE 8 Right to respect for private and family life</p> <p>1 Everyone has the right to respect for his private and family life, his home and his correspondence.</p>	
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2 There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.

While appreciating that there is a requirement for a sensible and enforceable Licensing Policy regarding the Taxi and Private Hire trades this writer finds the proposals onerous and not in keeping with the spirit of the Human Rights Act 1998.

The LA states that there are no plans for a mixed fleet as these would have been included in the Policy Consultation yet DfT Best Practice 2010 states at Para. 28 that vehicle policies should not be too restrictive. Mobility impaired persons, in many cases, prefer saloon vehicles for ease of access and egress.

Also, the Taxi Trade historically used their vehicles for wedding vehicles which has been denied to the trade by LA policy.

The LA enjoys quoting DfT Best Practice while in this Writer's view failing to utilise their suggestions in the best interests of the licensed Taxi Trade.

DfT Statutory Taxi & Private Hire Vehicle Standards July 2020

THE ROLE OF LICENSING: POLICY JUSTIFICATION

8. The aim of local authority licensing of the taxi and PHV trades is to protect the public. Local licensing authorities will also be aware that the public should have reasonable access to taxi and PHV services, because of the part they

A 12 week consultation was undertaken to ensure adequate time was given to drivers, vehicle proprietors, operators and member of the public/businesses to be able to feedback their comments on the proposals. All comments have been considered and the taxi policy amended. We have taken into consideration the costs involved especially with regards to the emissions policy requirements and amended the policy accordingly.

play in local transport provision. Licensing requirements which are unduly stringent will tend unreasonably to restrict the supply of taxi and PHV services, by putting up the cost of operation or otherwise restricting entry to the trade. Local licensing authorities should recognise that too restrictive an approach can work against the public interest – and can, indeed, have safety implications.

10. Local licensing authorities will, therefore, want to be sure that each of their various licensing requirements is in proportion to the risk it aims to address; or, to put it another way, whether the cost of a requirement in terms of its effect on the availability of transport to the public is at least matched by the benefit to the public, for example through increased safety. This is not to propose that a detailed, quantitative, cost-benefit assessment should be made in each case; but it is to urge local licensing authorities to look carefully at the costs – financial or otherwise – imposed by each of their licensing policies. It is suggested they should ask themselves whether those costs are really commensurate with the benefits a policy is meant to achieve.

2.7 “Having regard” to these standards requires public authorities, in formulating a policy, to give considerations the weight which is proportionate in the circumstances. **Given that the standards have been set directly to address the safeguarding of the public and the potential impact of failings in this area, the importance of thoroughly considering these standards cannot be overstated.** It is not a question of box ticking; the standards must be considered rigorously and with an open mind.

It is this writer’s opinion that the LA fails to have regard within the current or proposed policy to the financial impact this will have upon the Licensed Taxi Proprietors and Drivers. The proposed Policy is neither proportionate

or cost effective to Licensees and there will be no improvement to the safety of the public which is the reason for Licensing.

CO/279/2000

DATE: 21ST July 2000

BEFORE THE HONOURABLE MR JUSTICE HARRISON

**IN ACCORDANCE WITH THE CONSENT
ORDER SIGNED BY ALL PARTIES AND PRONOUNCED IN
OPEN COURT WITHOUT ATTENDANCE - PLEASE SEE
COPY ATTACHED**



IT IS ORDERED the Appellant's appeal by way of Case Stated be

AND IT IS ORDERED that costs be pursuant to those agreed in the

Consent Order herewith

COPY

It is not in the Public's or Licensees interest to conduct Licensing matters in secret. Why were the details of QBD Court case CO/279/2000 not released to the general public and licensees?

The remedies proposed for the perceived problems created by this Licensing Authority are disproportionate, discriminatory and not required.

The LA picks and chooses DfT Guidance which benefits Private Hire to the detriment of the lawful Taxi Trade.

It is noted that there are 81 PCC Licensed Taxi Proprietor/Drivers who are over the age of 60. It is highly probable that should the proposed Policy 22 be introduced these Proprietor/ Drivers will leave the Taxi Trade rather than face the increased financial burden at their stage in life.

This matter was dealt with nearly 22 years ago and is not relevant to this Taxi Policy consultation.

		<p>While it is appreciated that there will be no Fee Increase during 2022 it should be noted that any increase in 2023 could persuade more Licensees to leave the Taxi Trade in Plymouth.</p> <p>I submit that Responders should not be anonymous in order that due credence may be given to the Responses received by the Licensing Authority.</p>	<p>It is important to encourage everyone to take part in the consultation and if names and addresses were requested they may provide false details and the Council would not have the time to verify each of the 300 plus responses.</p>
	TOTAL	<p>85 responses were received by post or email. 45 letters/emails were received. 21 of these were copies of the same letter labelled in the above table as 'No.1' were received with different driver's signatures. In addition, 11 of the 45 letters were copies of the same letter labelled in the above table as 'No.2' were received with different driver's signatures.</p> <p>40 responses used the PCC consultation survey forms which were entered into the online system. Some answers were longer than permitted online so these questions have been included above and comments made if not covered within the report.</p>	