

Dear Mr Hughes,

Re: Vehicle Age Policy

Please find enclosed a petition with regards to the very out dated age policy which is still in place within Waverley Borough Council.

As you will see by the number of signatures we have collected from within just the Farnham area, we are not alone in thinking the age policy now needs to be removed to bring Waverley Borough Council and it's licenced vehicles in line with current standards.

All drivers and members of the public who have signed this are in agreement that the policy should be removed completely. Vehicles that are over 4 years old have up to 3 checks per year, should the MOT not fall in line with a council test. It is highly unlikely that these vehicles are going to become unsafe within such a short space of time.

I have checked with Rushmoor Borough Council, our most local neighbouring borough, and they have confirmed that they have no age policy. I have also been made aware of Spellthorne Borough Council removing their age policy within recent months.

I would be grateful if this petition could be put forward and actually taken notice of to enable the important and necessary changes to be made.

Yours sincerely,

Dear Paul

As you are aware we recently held some voluntary awareness raising training for taxi drivers on Child Sexual Exploitation. You will recall we had a reasonable turn out and interest from drivers who generally found it worthwhile.

In line with other Council's across the country, in the light of the report on Rotherham and subsequent report 'Reflections on Child Sexual Exploitation (CSE)', I feel this maybe a timely opportunity for Waverley Borough Council to consider making it compulsory for all taxi drivers to receive training on spotting and reporting signs of CSE.

As taxi drivers spend their time travelling around our Borough they are in a unique position to see and report anything they feel concerned about, whether that's a child in the wrong company or an adult who seems vulnerable. The training would be designed to make sure that our licence holders know how to report anything they see which makes them feel uneasy.

It was clear from the taxi driver training we offered for free in conjunction with Surrey Police in August that taxi drivers recognised their role in preventing CSE and were keen to know how they should report concerns they have. By making it a compulsory part of the taxi driver licencing process will ensure the Council takes a consistent approach to preventing CSE in Waverley.

I have copied in Sgt Mel Sefton into this email as she is the lead for CSE for Waverley for Surrey Police and may wish to add some comments to this.

Regards

Eve Bartlett

Community Safety Officer

Waverley Borough Council

www.waverley.gov.uk/communitysafety

Direct line: 01483 523513

Mobile: 07468708048

Working Wednesday to Friday

If I am not available and you need assistance contact Katrina Burns on 01483 523156 or

katrina.burns@waverley.gov.uk

Hi Paul,

Just to confirm that Surrey Police would support CSE becoming compulsory trng for WV taxi Licence holders. Times have changed and crime types have change as we as police and partner agencies need to move with the demands and changes in order to protect our young people.

Happy to discuss if needed.

Mel

Good morning

I would like to express some views that are mine however some other drivers do agree.

If you are going to change the age policy of vehicles (which I agree with) there is a concern that it will open things up for lots of new drivers. There is already too many in Farnham with not enough rank space, sometimes we can be queuing for hours. I think that the following would help.

- 1) New drivers should have to buy new cars when starting.
- 2) The knowledge test should be much harder and maybe done electronically.
- 3) There should be a restriction on the number of part time drivers who only come out at peak times. It's not very fair on drivers that work full time if others have a full time job elsewhere and then come out at peak times.
- 4) new drivers should live within a certain radius of the borough or have some sort of family link to the borough to prevent people coming to Waverly that can't get a license in a different borough.

Thanks for your time

Page 11 Paragraph 2 Heading MEDICAL REPORT

I DO NOT AGREE WITH CHANGING IT TO ANNUAL MEDICALS OVER THE AGE OF 50 (currently 60) THIS IS GOING TO BE YET ANOTHER EXPENSE. DOCTORS CHARGE APPROX £130 PER MEDICAL. IT SHOULD BE THE RESPONSIBILITY OF THE DRIVER TO MAKE THE COUNCIL AWARE OF ANY CHANGES IN CIRCUMSTANCES

Page Paragraph Heading CIRCUMSTANCES

Page Paragraph Heading

Please return this form / your comments to: The Licensing Section, Waverley Borough Council, The Burs, Godalming, Surrey GU7 1HR or email to taxi@waverley.gov.uk

Dear Paul,

Thanks for the opportunity to comment on the draft update of the BOROUGH COUNCIL'S HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY AND APPLICATION PROCESS. Being a relatively new councillor and not sitting on the Licensing Committee, reviewing the draft provided a good opportunity to familiarise myself with our requirements. Overall I have little to say about the actual requirements. However, having recently retired from a job where I spent a lot of time preparing and editing detailed guidance and procedures for a FTSE 100 company, I picked up on a few points of style which may lead to a more consistent and easier to use document if addressed:

- The original document appears to be all written in the third person, which would be normal for a policy. Quite a bit of the new material uses the second person which is more in keeping with an instruction manual or questions and answers document. I would be inclined to change all the reference to "you" to the third person for the sake of consistency.
- There are several references to regulations coming into effect on dates that are now well in the past. I believe that these dates should be removed since the regulations are now in force and the reader doesn't need to know when they were introduced.
- There is quite a lot of variability in the use of words which give instruction. I think both Officers, Members and applicants will find it clearer if certain words are used consistently. My experience is that where something is mandatory the use of "shall" is appropriate rather than "must".

Out of habit I found it easier to make suggestions by using the text editor – see the attached version. I have used this to address the first two bullets above but have not tackled the third bullet.

I hope that these suggestions are of help.

Regards,

Richard

Richard Seaborne

Waverley Councillor for Bramley, Busbridge & Hascombe
01483 890550

Dear Mr Hughes,

With reference to the consultation document my main concern is Part 3, age of vehicle.

For a purpose built vehicle, i.e. black cab or specially adapted vehicle, there is a good case to have a no age policy. The black cab is an iconic vehicle so doesn't really date and with a specially adapted vehicle there is potentially a large initial investment and may cover less miles a year due to more limited specialist use.

With a no age policy it would appear there is a possibility that a licensee can buy a 10 year old, low mileage vehicle, for under £1000 and plate it as a taxi. If an average of 40,000 miles a year is covered there is a chance that the operator could end up with a 20 year old vehicle with upwards of 400,000 miles. The vehicle would still be roadworthy, have passed it's MOT's and council tests, but maybe economically reaching end of life. More importantly the appearance of an ageing and dated fleet is not something I would think Waverley would want to be associated with.

However if there was still an entry age limit of 3-4 years with no upper age limit there would be little chance that Waverley taxis could look like a classic car show, and the only older vehicles would be few and far between. If a 4 year old car was plated with 80,000 miles on the clock by the time its 10 years old it could be on 320,000 miles and at 12 years possibly 400,000 miles, by this time it would become uneconomical to run and would be reaching its natural end of life.

Having spent over 30 years in the motor industry supplying components and working for a vehicle manufacturer I do make these comments with a certain amount of professional knowledge. I would be interested to know why Waverley would potentially want to detract from a newer smarter appearance fleet and go to older dated fleet.

Please take these comments on-board before opening the flood gates.

Regards,