

Additional comments submitted as part of the consultation

Question 20 - To what extent do you agree or disagree that the current statement of licensing policy should be amended to increase the upper age limit for wheelchair accessible vehicles (WAVs) from 8 years of age to 12 years of age, provided the vehicle meets with the requirements of the PATN guidance as approved by the Council and is supported by an evidenced service history in line with the manufacturers' guidelines?

1	Buying a new taxi which can hold a wheelchair is very expensive compared to normal taxis so it should be for a 12 year age limit.
2	to increase to 12 years would be good as prices of vehicles has gone up.
3	Are you saying a wheelchair user under the age of 12 is unable to travel in such vehicles???
4	Wavs are very expensive to buy and maintain. I think all vehicles including saloon car should be given upper age limits.
5	Should allow upper age vehicle including saloon car.
6	Vehicles are very expensive to buy and maintenance and hard to find the right one. It will help all the drivers if you allow upper age vehicle Including saloon cars.
7	All vehicles are so expensive to buy and maintain.so all wavs and saloon car should be given to upper age limit policy.
8	Nowadays all kinds of vehicles are very expensive and also its not available to buy. I think all vehicles should be given to upper age limits.
9	Because vehicle now are very expensive I think all vehicle should need to upper limit.
10	All Licensed taxi vehicles should be given upper age limit, nowadays buying vehicles is not easy, becoming expensive
11	Because car buying cost is very expensive now days and 8 year nothing for now car or nearly new car.and I strongly believe salon car age limit should be 12 years as well like WAVs. Thanks
12	It is very expensive to buy a new one. If the taxi meets its requirements why not.
13	now a days ,wavs and saloon cars are very expensive to buy and not available. so I think all vehicles should be given to upper age limit. thanks
14	WAVS are very expensive to buy.In this moments all vehicles are expensive to buy and not available. For this reason all vehicles including saloon car should be given to upper age limit.Thanks
15	WAVs are very expensive to buy nowadays and hard to get. I also think all saloon vehicles, including hybrid and electric vehicles, should be given 12 years up age limit.
16	WAVs are very expensive to buy and maintain. Nowadays all the vehicles are very expensive to buy and not available. I think all vehicles including saloon car should be given to upper age limit.
17	Vehicles price is way too expensive, driver and proprietor would be interested to get more wav which help meeting the demand.
18	Better to extend all kind of car not only wheelchair access. Now very expensive all kinds of cars.

19	It's more important there are enough WAVs to meet demand and as long as they are roadworthy their age is less important. Usage and mileage might be more relevant than age.
20	this is a general vehicle age issue. Vehicles of this proposed 12yr age should no longer be used as licensed vehicles for general safety and emissions.
21	A 12 year old vehicle can be in excellent condition if looked after.
22	The taxi fleet should be updated to be emission free. Older vehicles are more polluting and should be replaced with hybrids or preferably EVs
23	An 8 year old Hackney will have had a lot of use let alone up to 12
24	Physical condition is a more important indicator than arbitrary age.
25	Wheelchair users need special monitoring & trained carers when being loaded onto a minibus especially if there is a ramp involved or lift mechanism involved as harnesses and straps need to be in place & used correctly to ensure wheelchair user does not fall out onto hard standing or gravel pavement or road surfaces.
26	I do not have access to enough information to allow me to make an accurately informed decision
27	If the vehicle passes the relevant tests then I see no problem with the age of the vehicle.
28	Feel happier that more frequent checks are made for the safety of the very vulnerable.
29	It is all about the complete protection of the public as a whole. Safety is paramount . What about the care of the individual vehicles carrying passengers .? How is the income to each taxi run logged or registered for tax purposes ... especially when payment is in cash ?
30	The provision of WAVs in Portsmouth is shockingly bad. Often no operator has a WAV available for request. Advanced bookings are frequently refused. Aqua regularly only have 1 or 2 in service with waits of 90 minutes plus. Uber have none yet despite Uber Wav being an option in areas where enough are in use. WAVs at taxi-ranks are put luck, and not something which you could rely on in a safe and timely manner. Disabled individuals are often those who cannot tolerate the wait for the most appropriate vehicle to arrive. Currently no Official could encourage the use of taxi's / WAVs by disabled people in Portsmouth due to lack of supply.
31	They are specialist vehicles that if maintained can cope to conduct the role they are required for.
32	these people are generally carrying our loved ones in a lethal weapon. any people travelling in a vehicle that is not driven by themselves should feel confident to do so.
33	As long as the vehicle is road worthy and passes the plate test set by the council
34	I feel 8 years for a vehicle carrying wheelchair bound people is within a time frame where a vehicle probably would need renewing. If the vehicle is used daily.
35	Because we would have more wheelchair accessible vehicles available.
36	I do not have sufficient understanding of the issue
37	I don't understand the question
38	I feel that 8 years is the correct amount of time
39	Aquacars serve us old folk 79 and 86 well. Confused whether to order a taxi in advance when returning to Fratton Station or hope to get on on spec.

40	Not really sure why it can't be 16 as not sure what the issue is
41	As long as vehicles pass required legal tests.
42	Common sense
43	I have no experience with this
44	Vehicles more reliable and will meet and comply with regulations if kept in good condition and with regular inspection tions.
45	There is a general shortage of this type of transportation
46	It is the quality of the vehicle and how well it has been maintained that is important not just its age. These vehicles are likely to be more expensive so need to be a longer term investment for operators
47	More accessibility to meet customer needs.
48	Vehicle age depends very much on the care maintenance and mileage of individual vehicle.
49	Raising the age limit may prevent some children from getting to their place of education or care
50	Should be accessible to all despite of age you can get wheel chair users of all ages.
51	These vehicles typically cost more to buy and operate, hence a longer period is needed to ensure that the operator can earn the costs back.
52	I don't understand the question
53	Why put an age limit? All wheel chair users need this
54	Age is not a good guide for disability. It should be person centred and appropriate rather than age based
55	Overall, too much regulation
56	They deserve the same protection that new vehicles give when hired by an able bodied passenger
57	If the vehicle is well looked after and road legal I don't see a problem in continuing it's use
58	Need more disabled adapted taxis
59	If I am reading this right, and you're saying nobody under the age of 12 can use a service if in a wheelchair chair then that's discrimination!!
60	WAVs are currently very expensive to replace.
61	Drivers who have a knowledge of the city and environs, know how to operate a vehicle safely below the speed limit (especially the 20 mph areas) and some customer relations, training would be beneficial. Proper checks that the person driving the vehicle is actually the person licenced by the council to operate it.
62	Older vehicles can be just as safe if they are well cared for.
63	I do not know if this is an improvement or a detriment to users.
64	It's all about public safety. The more wheelchair accessible vehicles the better.
65	vehicles cost a lot , if they are checked every 6 months for their road worthiness that should be ok . there are not enough available this might help

66	They must meet emissions standards.
67	if the vehicle has passed the proscribed safety checks it should be no problem.keeping the age at a shorter level may reduce the city's capability to transport vulnerable individuals who already have enough problems.
68	Only if the same rule applies to all vehicles
69	The vehicle should NOT be more than 8 years of age. Period
70	I don't understand this question!
71	If the vehicle is checked and proved to be safe I do not see a problem.
72	Expensive vehicle to buy should be allowed to be use as long as roadworthy
73	Not my area of experience to be able to comment
74	As long as all guidance and checks are in place and the vehicle meets requirements then I see no reason not to extend to 12 years.
75	It will encompass more vehicles
76	Provided the vehicle is road worthy and safe for wheelchairs and users, 12 years old vehicles should be ok
77	A well maintained 12 year old vehicle can be just as safe as an 8 year old one
78	As these vehicles are less common than non WAV's it seems to make sense to allow them to be in use longer, to off-set the cost of conversion and to ensure a reasonable number of such vehicles being available.
79	Such vehicles accumulate very large annual mileages and a 50% relaxation in age risks vehicles of poor environmental and safety standards being kept in use.
80	These vehicles must be more expensive to purchase, maintain and run, in an industry that must already be finding it difficult to make any money in the current economy. As long as the vehicle passes all licensing test and requirements, it should be acceptable. Possibly the standard Hackney saloon vehicle could also be treated in a similar way, due to the current economy.
81	N/A
82	I'm not sure the age of the vehicle matters as long as it's kept in good condition
83	No
84	Safety plus security
85	Age of vehicle should not matter as long as it meets requirements needed for access.
86	The age of the vehicle is of less importance than its proper servicing and upkeep
87	Modern vehicles are far more reliable
88	I don't really understand what you mean
89	As long as the vehicle is roadworthy and all service history is provided.

90	There just aren't enough wheelchair accessible taxis and if this increases the number whilst still safe and enable wheelchair users to travel around better then so be it. But if booked with aqua they don't honour their bookings on a regular basis whether a wheelchair taxi or regular car thus leaving vulnerable people waiting for a taxi that is likely to not turn up or be reliable. Its about time there was healthy competition amongst taxi firms allowing a more trustworthy and reliable service to those of us unable to use public transport due to disabilities and illnesses that limit our abilities. The service provided by aqua is discriminatory and inadequate
91	Economics, cost and running costs of these purpose built vehicles, even more this will help the people who rely on these types of vehicles be able to get around as over the last 2-3 years we have seen a decline in drivers wanting to purchase these vehicles.
92	As long as the vehicle is checked, safe and roadworthy.
93	not aware of enough data
94	Breakdowns can cause increased problems and distress to passengers in wheelchairs or with learning disabilities
95	If all required checked are in place all should be well. Ordinary car owners are required to comply much along the same lines re MOT
96	An older vehicle may not be kept up to date with the PATN guidance as it is only guidance and not legislation. This loophole may be exploited.
97	Taxis are often used by the most vulnerable and/or mobility restricted passengers, who are unable to use other forms of transport. Therefore this is quite important.
98	Older vehicles will be more polluting.
99	Use of a wheelchair for transport in a taxi shouldn't have an age limit.
100	Modern vehicles have much more sustainability than in the past. As long as properly maintained and serviced they should remain in use for as long as possible
101	There may not be a sufficient number of these vehicles already and operators might be reluctant to invest in newer models because of costs
102	Expensive to replace and need more availability
103	An older vehicle, well maintained, could still be fit for purpose
104	As long as the vehicle can be proved and evidenced to be safe, this should be of no concern
105	Was not aware of any age limits existed
106	Because age does not relate in any way to a disability, and putting age as a deciding factor would be discriminating and probably illegal
107	I fear for the safety of young children who have disabilities either physically or mentally
108	These vehicles are very expensive to buy new so a longer 'lifespan' would make the purchase of newer vehicles more realistic
109	If the vehicle is well maintained and meets all other WAVs requirements, then the age shouldn't matter
110	As long as the vehicle is safe, tested, and deemed roadworthy. then the additional vehicles would be welcomed by disabled users
111	no
112	Not sure if this response relates to all questions but in my mind there should be much tighter regulation over who drives a taxi. I've had issues with drivers having to be told they're going twice the 20mph speed limit, one who clearly had mental health issues banging the steering wheel & the occasional rude barely English speaking driver. That's not racism but common sense if driving a member of the public you do need to be able to understand the language of the country you're driving & working in.

113	I feel strongly that all passengers should feel safe and protected while travelling in a taxi.
114	It would mean more wheelchair accessible taxis
115	dont understand the difference
116	Safety should be the highest priority
117	It feels right
118	If the vehicle is in good order with mot and service history. It should be fine.
119	Age of vehicle not hugely relevant assuming it has current test certificate. Increase availability of vehicles for these users.
120	No taxi or private hire should be older than 5 years
121	If the vehicle is safe then that's fine. It may increase the amount of accessibility vehicles for hire
122	Wheelchairs are a necessity for anyone of any age that needs them.
123	This age should be the same whether it is wheelchair bound or able bodied passengers. Safety concerns should be the same for all.
124	Young children should not be discriminated against
125	Everybody counts and age should not prejudice anybody in a wheelchair
126	Not enough WAV currently available to book
127	<ol style="list-style-type: none"> 1. There are not many left on the road. 2. It's too expensive to buy a new car. 3. As this car goes through two mechanical tests a year that should not cause any emission
128	Because the vehicle is too expensive to change if it's every 8 years 12 years is much better but it will need support from the government to change the vehicle
129	Hi I think this should be done for saloon and wav for both.
130	The cost of these vehicles should warrant a longer licensing period if the vehicle is in requested condition, otherwise why would any proprietor buy one in the first place?
131	Because I purchased a WAV which also has two tip and turn seats in the rear so I can take 6 passengers when I don't have a wheelchair passenger. This vehicle cost me over £25,000. It was only three years old in July 2022. I didn't work for around a year because of COVID. That was to protect my family and to protect my passengers. So I have lost a year's use of my vehicle there. There are no electric or hybrid vehicles on the market like mine. Also what vehicles are available are astronomically priced. At my age (55) I'm priced out of the market. If we don't up the age limit for WAV's wheelchair users in the near future will find it almost impossible to book a wheelchair accessible vehicle seeing as in Portsmouth and surrounding areas they already have trouble to.
132	As I am a Saloon vehicle driver, the licensing should give us the same age limit if the vehicle is in good condition
133	Currently if you want to buy new electric WAVs they cost over 50k. How do you expect a driver to replace a vehicle in every 8 years it should be at least 15 years with new electric WAVs

134	Happy for 12 years, but not "set in stone" if a vehicle is maybe 13 or 14 years old which is in good cosmetic mechanical condition should be considered....I know you have no control over buses but they are not restricted to age limits years old and has good Adams morey history should be considered. The present limit is not viable fir these WAV vehicles. Buses don't seem to have an age limit, it is not viable to replace vehicles if they still have working life left
135	Limiting the upper age of WAVs to 8 years reduces the number available to disabled passengers. If the WAVs are complying with PCC inspection requirements then what is the justification for limiting their age to 8 years old ? The average private hire WAV does far less milage than a private hire saloon car and so should remain in better condition for longer.
136	Well now days card r very expensive it's impossible to buy a wheelchair accessible car every 8 years even any car use as a taxi quit expensive my opinion all kind taxi can use at least 12 years
137	I have already submitted my views regarding Wav's but this is a follow up as I am a little concerned that there is no consultation arranged for lifespan of hybrid & electric cars. Please can we be given some information regarding this concern as we are already replacing cars with hybrids and electric cars . We would like to know if this huge cost to us to help towards zero emissions will be rewarded with longer lifespan of replaced cars.
138	If a vehicle is in good condition and meets all relevant inspections it should be allowed to continue
139	Costs of buying a new one
140	All vehicle above 5 passenger are on demanding but also the are expensive to get them and not only wheel chairs some saloon plate as well very expensive like vw caddy and Ford transit all seven seater should stay for 12 years Thanks
141	I believe as long as a vehicle continues to meet requirements and is roadworthy there is no need for it ever to be restricted due to its age. Vehicles are more expensive than ever, and having to replace them every so many years is only adding to overpopulated waste
142	WAV's costs are substantial and need a longer life to make the vehicle viable , cost effective . increasing life of Vehicle should be done on a individual basis on service record and testing pass rate . Problem is in the trade today we still have proprietor,s who feel that as long as they present the car for the annual Test in good condition that is all the service requirements needed. The other 364 days of the year don't count, which is why we should be testing IMO 2 times annually for WAV's from first registration . this gives the the Vehicle a better chance of being presented for testing in later life as being satisfactory . This will make the testing on older vehicles easier confirming MECHANICAL advisory,s are completed earlier and make vehicles safer for longer. Some of the vehicles currently being used are not fit for purpose, examples being small rear loaders small vans being converted into WAV's will not make the lifespan Testing needs to be overhauled and vehicles that are presented for testing in good condition deserve to be given a green light pass, Not as ATM where the tester feels he/she is there to find the smallest of faults that really do not need to be shown on the testing sheet , Example small scratches and dinks that really do not need to be considered for testing purposes
143	If a wheelchair user has a profound learning disability the age is not relevant. Ie, if a 12 yo has a DOLS in place or the capacity of a baby why does it matter if they are 8 or 12? If the vehicle is suitable and the carer is qualified to look after the child I don't see how the age of the child has any bearing. Maybe I don't understand the question?
144	Older vehicles will generally be less technologically advanced
145	It's perfect
146	But why is wheel chair only what is the difference wheel chair vs normal saloon or mpv Hackney's.i think it would be appropriate both to extend same age limit.
147	It will not be financially viable to provide a specific vehicle for an age limit of less than 12 years and should be able to run such a vehicle as long as it passes the plate test every year

Question 21 - Are there any specific comments you wish to make in respect of any of the recommendations set out in this survey?

1	Licensing authority should make a decision by consulting all hackney drivers not just on their own. Thanks
2	No but I would like to add something it should be illegal in law fo one taxi company to aquire all taxi other company as what happened in Portsmouth which leaves people saying someone in council is not working for the people
3	I recommend for the first registering of the vehicle should change from 4 years to 5 years.
4	Any private hire vehicle or taxi should not be allowed to travel in bus lanes. All bus lanes should then be removed to ease traffic congestion on Portsea Island and the surrounding area.
5	We should be allowed to have first registration of vehicles change to 4 years to 6 years
6	I think all vehicles should change from 4 years to 5/6 years and age limit Should be 12 year.
7	I recommend that all car should be considered with the upper age limit policy. Thank you
8	Wavs are very expensive to buy and maintenance. Also saloon car aswell. Please think about the taxi industry. Thank you.
9	I think all Saloon cars, Specially hybrid or electric cars, I hope should be considered for All Saloon car upper limit policy. I recommend New cars from registered at least 5 years old accept please Thank you.
10	First Registration of the vehicle should be change from 4 to 5 years, and all taxi should be considered with upper age limit from 8 to 10 years.
11	I think we need more Taxi rank. for example by QA hospital.by Asda.
12	No thanks
13	my recommendation is all taxi should be considered with the upper age limit policy.
14	My thinking is all taxis should be considered with the upper age limit policy. I recommend also ,the first registering of the vehicles should change from 4 years to 5 years. Thanks for involving us.
15	Recently, the majority of WAV vehicles have been replaced by rear loader WAV vehicles. These taxis are usually even cheaper than normal saloon cars, especially hybrid and electric vehicles. I think all taxis should be considered with the upper age limit policy. Also, I recommend for the first registering of the vehicles should change from 4 years to 5 years.
16	Recently, the majority of WAV vehicles have been replaced by rear loader WAV vehicles. These taxis are usually even cheaper than normal saloon cars, especially hybrid and electric vehicles. I think all cars should be considered with the upper age limit policy. Also I recommend for the first registering of the vehicle should change from 4 years to 5 years.
17	After pendamic general price of all cars has gone up, and at present pcc licensing policy holding 2 mot in a year over 4 years of aged vehicles. Sallon vehicles age limit should be extend to 12 yrs and 1st licensing age limit should be 4 yrs to 5 yrs, help proprietor get access to wider supply.
18	Once a year plate test and 12 years limit all kind of cars.

19	<p>1) more accountability for taxi firms failing to arrive at a booking: eg a booking has been taken (either verbally or via app) and then no one shows up. (Aqua Cars Group have become abhorrent with this)</p> <p>2) I would also like a MONOPLOIES investigation as to why Aqua Cars group has now been able to purchase EVERY SINGLE taxi company in the City and now expanding to include the surrounds (inc Havant, & Fareham) whom now has an absolute MONOPOLY. This is VERY BAD for customer service.</p>
20	Not really! Being a non-driver, beyond occasionally waiting a long time I've never had an awful taxi experience in Portsmouth in over 20 years.
21	I hope these regulations will stop the few drivers who think old people don't know the way to their destination and try to take them the LONG way round.
22	<p>Some options were difficult to choose as I felt some if the caveats i.e.length of time were too short</p> <p>All DBS checks should be enhanced not basic</p> <p>Anyone with a conviction of any kind should not be granted a licence</p>
23	No
24	Costs of DBS checks have not been addressed in this survey, do the taxi umbrella companies pay or the drivers? Perhaps initial charge met by company, then renewals by drivers (as they cost less going forward).
25	No
26	They all seem good to me and good for the general public too.
27	check my last entry please .
28	Safety of all passengers and drivers is paramount.
29	no
30	A good set of proposals that ensures the safety of the paying public, and protects them for the future.
31	training of council officers by the council sends out the wrong message, use a certified external source with no links to the council, reducing the chance of corruption suggestions.
32	All vehicles should have working CCTV and should be maintained regularly, all vehicles should display plate and vehicle reg as well as the drivers badge.
33	Where you put a choice of years before reinstatement after criminal acts of any type. I feel they should not be reinstated at all. You should be squeaky clean when transporting the general public who sometimes are not fully responsible for themselves.
34	I think some of the answers should not be just a tick box. I answered I don't know on some because a more detailed answer is required . And just to tick the box would be misleading.
35	Not in particular, but I do strongly object to the decision made to allow one company , namely AQUA to have been allowed to have a monopoly on cab services in this city!!!
36	Customer safety should always be the first priority
37	No

38	Good to see cab drivers are Curds and from other Middle East countries. Always impressed by these drivers ambition to improve their life . Suggest our Government is to restrictive to refugees being active citizens.by blocking with rules that are frustrating .
39	I like to see a clear pathway to report poor drivers. In Portsmouth the fact that Aquacars have the monopoly has definitely made them complacent. Any complaints are ignored or disbelieved.
40	Is there any plan around looking at where vehicles not in use are parked? As there are many at the end of Tangier rd.
41	no
42	Currently the standard of private hire vehicles is of an extremely poor standard, the driving standards especially aqua cars is deplorable and a disgrace
43	Why is portsmouth Council and aqua cars using Wolverhampton registered taxis.
44	A lot of my responses are vague the questions were too black or white, with no Indication of levels of any offence, made it very difficult to strongly agree.
45	After years of sometime questionably qualified foreign drivers in Portsmouth it would be comforting to know there is better diligence. I think measures should be out in place to ensure the driver is the one registered too.
46	none
47	No
48	Condition of vehicle should be closely monitored
49	Are charges for the checks made by the owner/ operator
50	consultation very much related to users public safety. safety of drivers is also important and considered for consultation as there are some weird taxi users out there.
51	Users rating system has made me feel more safe and I think Portsmouth should have its own rating app for any taxi. It make it easier to report.
52	That all private hire and taxi drivers must pass their Advanced Driving Test to ensure they have a good standard of driving. They should be required to retest every 5 years to help stamp out the bad driving and bad habits that people get into.
53	No
54	It is very important that licensing does not bar people who may have offences that are irrelevant or long time ago. People change and only basic disclosure should be used in all cases
55	Ensure that drivers have a UK Driving Licence, not some tinpot one from overseas. Qualification tests for taxi drivers should not have interpreters on hand or available to them i.e. if they can't understand English (and it is abundantly clear that a great many of them don't), WHY are they being allowed to drive on UK Highways?
56	They are apparently professional drivers and should be tested every 6months for driving standards and driving courtesy.
57	No

58	Ensuring all staff have a good level of spoken English and understand customer service, that the drivers have basic local knowledge and follow correct routes. If a journey has been booked it should not just be cancelled by the driver and customers are recorded as no shows. The charges should not fluctuate so much and there should be a regulation against this, cancelling a job to re-book at a higher charge. When pre-booking the time should of arrival not the time of dispatch as used to happen
59	The last taxi I used was so poorly operated I got out and walked, it is worrying how bad the standard of driving is.
60	There is no mention of any policy to encourage reporting of inappropriate behaviour by drivers.
61	implement some requirement that same destination rides should have the same fares . too many times i have had drivers who have not much knowledge of the quickest routes through portsmouth , sadly mostly foreign drivers
62	Stop the practice of outfits like Aqua having an office in Wolverhampton and using that to licence vehciles and drivers in Portsmouth.
63	i think as long as the checks that are in place remain so,there shouldn't be any problems.i don't think there have been many serious offences and endangerment to the public thus far in this city,but an appraisal from time to time could do no harm.
64	Any gun/drug/violence/sex/abuse related convictions should automatically preclude anybody from being able to drive a taxi.
65	Currently licences are issued without due diligence being carried out as many drivers don't speak English well or understand the Highway Code let alone follow it.
66	It would help if you could get a taxi in the first place
67	There should be as much screening and regulating of drivers and their vehicles as possible, in order that passengers can feel safe when travelling by taxi. Especially when it is necessary to travel alone.
68	The number of out of city vehicles is not good, because the drivers don't seem to even know where they are going and I wonder what checks they have actually had done on them. This is a poor reflection on this great City of Portsmouth to anyone visiting and is potentially dangerous for the vulnerable/ general population of Portsmouth.
69	I feel anyone having been convicted for the supply of drugs should be barred from holding a private hire licence, full stop. It is widely known that a certain cab firm in the city was (and may still be) set up and run on money made from supplying drugs, and that their vehicles were (and may still be) used to ferry dealers around the city.
70	The taxi and private hire trade has a poor reputation - drivers with a very limited competence in English, over-reliance on sat-nav technology instead of geographic knowledge and skimming off to avoid taxation. This must stop!
71	Pleased this is receiving careful attention (retired probation officer and family court adviser)
72	Do not agree with sat-navs to find destination by driver's also they do speed breaking the law all the time
73	Only that for the protection of the public private hire drivers and vehicles should be subjected to tight but fair restrictions
74	Some of the questions were difficult to understand
75	As well as road worthy I think that taxis should be clean inside and outside. I don't think drivers should smoke in taxis or eat food.
76	All the statements I disagreed with in relation to time lapses since an offence or crime has been committed should be looked at individually but the nature of crimes and offences build a picture and if caught doing things wrong surely they can't be classed as being a person to be logged as trustworthy. There are times they're likely to have committed crimes or offences that they'll not have been caught as a higher probability eg phone use, substance misuse and causing harm. 5,6,7 8 9 or 10 years isn't long really and a person can change for a short while but continue these behaviours once time lapses

77	Most of the recommendations i agree with, the recommendation where a single officer can have the power to able them to say that a person is fit and proper or not as the case maybe, should be made on a panel of three officers so there is no "if the face doesn't fit" or an officer has taken a dislike to a PH driver for what ever reason.
78	Training for drivers of accessible vehicles should be mandatory- it's unbelievable that drivers sometimes do not know how to use the equipment in their vehicles properly and can fail to secure wheelchair passengers safely
79	Nothing specific too add.
80	Road safety standards by taxis/PHVs in general are poor. These motorists should have impeccable driving behaviour, yet they are among the worst offenders - speeding, pavement parking, reckless turning, ignoring pedestrians at crossings, causing hazards to cyclists. PCC should insist on higher standards.
81	drivers to give a little more help to older people instead of just sitting at the wheel ready to take thier fare
82	I think it is a change that is long overdue.
83	Need to stop all the Aquacars Wolverhampton registered in this city.
84	Drivers should know the area and not rely on Sat nav alone. Also they should have l'm driving experience m. I have been in cabs in Portsmouth where they don't know any of the area including the major areas, drive erratically and poorly etc
85	No
86	if a taxi driver kills a person in an accident and is proven to be his fault should be banned for life holding taxi license
87	No
88	Drivers should contact customers (including door knocking) having been booked.
89	I think this is imperative in todays climate of abuse racial and sexual crimes
90	AS I said in Q20, I feel all passengers, travelling by taxi, should feel safe and protected. There have been occasions when I have felt very unsafe. I also believe taxi drivers should have a good command of the English language and also know Portsmouth very well.
91	All covered in 20.
92	not at this time
93	no
94	Taxi drivers should know the layout of the city they drive in. We have had to give turn by turn guidance to a number of drivers who had no clue to the location of places or how to get there.
95	I would like to know how the council obtain criminal records for all the foreign drivers which must be about 70% of current drivers .
96	Operating private hire should be enhanced DBS but basic.
97	All vehicles need to be fitted with a speed monitor. They speed everywhere
98	No
99	The time period for violent behaviour should be extended or no licence reissued

100	All taxis should have GPS speed recorders fitted because 99% of them here in Portsmouth drive like absolute lunatics. These checks you are tightening up on are all well and good but pretty insignificant when you consider the road safety issues taxis generally cause. Tighten up on their speed. They should never exceed any speed limit, but they always do without anything being done. Get GPS fitted. Get it to automatically fine them if speeding, and disallow any new licence then being granted.
101	Adequate funding to be available to ensure compliance along with random inspections.
102	Wish more of the drivers could actually speak understandable English
103	More drivers should do the knowledge in this area and not abroad
104	No
105	Hope to see the drivers and the licensing work together to make the city a better place and not to abuse the powers
106	Na
107	Only that I hope upping the age limit for WAV's is considered very seriously.
108	No
109	Current fare system is wrong we need a different system for wavs
110	An overhaul of the testing policy at Adams morey, safety is paramount but remember these are vehicles struggling to work in a congested city, and they will get paintwork scuffs, being hit with bikes scooters etc The tester at the depot is way OTT, Maybe revert to 2 MOTS a year or use other garages apart from Adams Morey
111	Some recommendations in the survey seem bizarre
112	Whilst the PHL requirements for operators, their vehicles and drivers are very extensive and comprehensive in order to ensure a safe service to the public, regulators also need to consider the very significant costs that all these requirements impose on operators and minimise them as much as possible.
113	Well as I said any car can use as a taxi minimum 12 years depending car conditions and how maintenance the car
114	Not really
115	I would like to comment all seven seater should stay for 12 years
116	Earning potential for independent HCV's in the Portsmouth Area is limited due to being a island city and journeys around the city being small and limited custom . Increasing proprietor costs is not going to help the situation so suggestions i have made are probably not going to be viable
117	I think the PCC shouldn't rely on the paperwork, test, exams and references submitted and actually have a face to face interview with any new candidate for PHV. There are bad eggs in every profession and industry and the should be weeded out. Also I think the 7 years after a conviction could be very unfair on some individuals, especially young people, sometimes they can be in a situation they don't have the maturity to deal with and end up in trouble. Some situation need an experienced trained person to look at a person's records and make a human evaluation.
118	Licensing officers should do more on the spot checks and take more action on unlicensed drivers/vehicles that are operating
119	All the things are perfect I agree with everything

120	Licensing fees should not go up. Mot should be every year regardless of vehicle age limit. You should abandoned Wolverhampton License vehicle in Portsmouth.thanks
121	I won't be able to afford any new wheelchair accessible replacement vehicles in the near future if we can't keep them for at least 12 years