

Year	Country	Population	GDP	Exports	Imports	Trade Balance	FDI	ODA	Debt	Reserves	Exchange Rate	Inflation	Interest Rate	Unemployment	Life Expectancy	Healthcare	Education	Environment	Corruption	Stability
2010	USA	310,000,000	14,500,000,000,000	1,500,000,000,000	1,800,000,000,000	-300,000,000,000	100,000,000,000	50,000,000,000	1,000,000,000,000	2,000,000,000,000	1.00	3.0%	4.0%	4.5%	78	High	High	High	High	
2010	China	1,300,000,000	5,500,000,000,000	1,000,000,000,000	1,200,000,000,000	-200,000,000,000	50,000,000,000	100,000,000,000	2,000,000,000,000	1,000,000,000,000	1.00	2.5%	6.0%	5.5%	73	Medium	Medium	Medium	Medium	
2010	India	1,100,000,000	2,000,000,000,000	200,000,000,000	300,000,000,000	-100,000,000,000	10,000,000,000	20,000,000,000	500,000,000,000	200,000,000,000	1.00	8.0%	10.0%	15.0%	65	Low	Low	Low	Low	
2010	Japan	125,000,000	5,000,000,000,000	1,000,000,000,000	1,200,000,000,000	-200,000,000,000	10,000,000,000	5,000,000,000	1,000,000,000,000	2,000,000,000,000	1.00	0.5%	0.5%	4.5%	82	High	High	High	High	
2010	Germany	80,000,000	3,500,000,000,000	1,000,000,000,000	1,200,000,000,000	-200,000,000,000	5,000,000,000	2,000,000,000	500,000,000,000	1,000,000,000,000	1.00	0.5%	3.5%	4.0%	79	High	High	High	High	
2010	UK	60,000,000	2,500,000,000,000	500,000,000,000	600,000,000,000	-100,000,000,000	5,000,000,000	2,000,000,000	200,000,000,000	500,000,000,000	1.00	0.5%	5.0%	5.5%	79	High	High	High	High	
2010	France	65,000,000	2,800,000,000,000	400,000,000,000	500,000,000,000	-100,000,000,000	5,000,000,000	2,000,000,000	300,000,000,000	500,000,000,000	1.00	0.5%	3.0%	4.5%	79	High	High	High	High	
2010	Italy	60,000,000	2,000,000,000,000	300,000,000,000	400,000,000,000	-100,000,000,000	5,000,000,000	2,000,000,000	200,000,000,000	500,000,000,000	1.00	0.5%	4.0%	5.5%	79	High	High	High	High	
2010	Spain	45,000,000	1,500,000,000,000	200,000,000,000	300,000,000,000	-100,000,000,000	5,000,000,000	2,000,000,000	100,000,000,000	500,000,000,000	1.00	0.5%	4.5%	5.5%	78	High	High	High	High	
2010	Canada	33,000,000	1,800,000,000,000	300,000,000,000	400,000,000,000	-100,000,000,000	5,000,000,000	2,000,000,000	100,000,000,000	500,000,000,000	1.00	0.5%	5.0%	5.5%	79	High	High	High	High	
2010	Australia	22,000,000	1,200,000,000,000	200,000,000,000	300,000,000,000	-100,000,000,000	5,000,000,000	2,000,000,000	50,000,000,000	500,000,000,000	1.00	0.5%	5.0%	5.5%	79	High	High	High	High	
2010	Brazil	190,000,000	2,500,000,000,000	300,000,000,000	400,000,000,000	-100,000,000,000	5,000,000,000	2,000,000,000	500,000,000,000	200,000,000,000	1.00	5.0%	11.0%	12.0%	73	Medium	Medium	Medium	Medium	
2010	Russia	140,000,000	1,500,000,000,000	200,000,000,000	300,000,000,000	-100,000,000,000	5,000,000,000	2,000,000,000	1,000,000,000,000	500,000,000,000	1.00	5.0%	7.0%	7.5%	73	Medium	Medium	Medium	Medium	
2010	South Africa	45,000,000	250,000,000,000	30,000,000,000	40,000,000,000	-10,000,000,000	5,000,000,000	2,000,000,000	50,000,000,000	200,000,000,000	1.00	5.0%	9.0%	9.5%	54	Low	Low	Low	Low	
2010	South Korea	45,000,000	1,500,000,000,000	200,000,000,000	300,000,000,000	-100,000,000,000	5,000,000,000	2,000,000,000	100,000,000,000	500,000,000,000	1.00	0.5%	5.0%	5.5%	75	High	High	High	High	
2010	Indonesia	230,000,000	500,000,000,000	50,000,000,000	70,000,000,000	-20,000,000,000	5,000,000,000	2,000,000,000	100,000,000,000	200,000,000,000	1.00	5.0%	6.0%	6.5%	71	Medium	Medium	Medium	Medium	
2010	Mexico	110,000,000	1,000,000,000,000	100,000,000,000	150,000,000,000	-50,000,000,000	5,000,000,000	2,000,000,000	50,000,000,000	200,000,000,000	1.00	5.0%	6.0%	6.5%	73	Medium	Medium	Medium	Medium	
2010	Argentina	40,000,000	400,000,000,000	40,000,000,000	60,000,000,000	-20,000,000,000	5,000,000,000	2,000,000,000	10,000,000,000	50,000,000,000	1.00	5.0%	12.0%	13.0%	73	Medium	Medium	Medium	Medium	
2010	Nigeria	160,000,000	100,000,000,000	10,000,000,000	15,000,000,000	-5,000,000,000	5,000,000,000	2,000,000,000	5,000,000,000	20,000,000,000	1.00	10.0%	13.0%	14.0%	53	Low	Low	Low	Low	
2010	Egypt	80,000,000	200,000,000,000	20,000,000,000	30,000,000,000	-10,000,000,000	5,000,000,000	2,000,000,000	10,000,000,000	50,000,000,000	1.00	5.0%	8.0%	8.5%	73	Medium	Medium	Medium	Medium	
2010	India	1,100,000,000	2,000,000,000,000	200,000,000,000	300,000,000,000	-100,000,000,000	10,000,000,000	20,000,000,000	500,000,000,000	200,000,000,000	1.00	8.0%	10.0%	15.0%	65	Low	Low	Low	Low	
2010	China	1,300,000,000	5,500,000,000,000	1,000,000,000,000	1,200,000,000,000	-200,000,000,000	50,000,000,000	100,000,000,000	2,000,000,000,000	1,000,000,000,000	1.00	2.5%	6.0%	5.5%	73	Medium	Medium	Medium	Medium	
2010	USA	310,000,000	14,500,000,000,000	1,500,000,000,000	1,800,000,000,000	-300,000,000,000	100,000,000,000	50,000,000,000	1,000,000,000,000	2,000,000,000,000	1.00	3.0%	4.0%	4.5%	78	High	High	High	High	

Item	Description	Quantity	Unit	Price	Total
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Item	Description	Quantity	Unit	Price	Total
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ID	Format	Q1a	Q1b	Q1c	Q1d	Q1e	Q1f	Q10th	TAXI	Q2	Q3	Q3Dis	Q4	Q4Dis	Q5	Q5Yes	Q6	Q6Dis	Q7	Q7Dis	Q8	Q8Dis	Q9	Q9Dis	Q10	Q10Dis	Q11	Q11Dis	Q12	Q12Dis	Q13	Q14	Q15	Q16		
48	1					5				2	4	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	1	2	2	2	
50	1					5				2	5	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	1	1	2	2	
51	1						6	2		1	5	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	1	1	3	2	
45	1	1								1	4	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	1	2	3	2	
8	1			3	4					1	3	1	2	3	2	2	2	5	1	1	2	2	2	2	1	2	2	2	5	1	5	1	1	1	3	2
28	2					5				2	3	3	2	3	2	2	2	5	1	2	2	1	2	2	2	2	2	2	1	2	2	2	2	1	3	2
58	2	1								1	5	5	2	5	2	1	2	5	2	5	2	1	2	5	2	5	2	5	2	5	2	2	1	3	2	
63	2	1			4					1	2	3	2	-99	2	1	2	5	1	1	2	1	1	1	1	2	2	2	4	1	5	1	1	1	4	2
19	2	1	2	3	4					1	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	1	2	2	2	2	2	1	1	4	2
64	3	1	2	3	4	5				1	4	2	2	3	2	1	1	5	1	5	1	5	1	5	1	2	2	1	1	5	1	1	1	4	2	
69	1	1								1	2	2	2	2	2	1	2	5	1	2	2	2	2	4	1	2	1	2	2	4	1	1	2	4	2	
20	1			3						1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	5	1	2	2	1	4	2	
23	1					5				2	3	3	2	3	2	-99	2	1	2	1	2	1	2	1	2	1	2	1	2	1	1	1	4	1		
57	2	1		3	4					1	4	1	2	3	2	1	1	5	1	3	2	5	1	5	1	1	1	5	1	3	1	1	1	4	1	
46	2	1								1	3	2	2	3	2	2	2	2	2	4	2	2	2	3	2	2	2	4	1	5	1	2	1	4	2	
59	2	1								1	2	2	2	3	2	-99	2	2	2	2	2	2	2	2	2	2	2	2	4	1	2	1	4	2		
11	2	1								1	3	1	2	1	2	2	2	5	1	2	2	2	2	5	1	2	1	2	2	5	1	2	1	4	2	
66	3										-99	-99	2	-99	2	-99	2	5	1	1	2	1	2	1	2	3	2	2	2	4	1	2	1	4	2	
18	1	1	2		4					1	2	2	2	2	2	1	2	5	1	1	2	1	2	2	1	1	2	2	2	2	2	2	1	4	2	
32	2	1	2		4					1	2	2	2	4	2	1	1	5	1	3	2	1	2	1	2	1	2	1	2	2	2	2	1	4	2	
42	1	1	2		4					1	2	2	2	3	2	1	1	5	1	1	2	1	2	1	2	2	2	1	2	2	2	2	1	4	2	
2	2	1	2	3						1	5	1	2	1	2	1	2	5	1	1	2	5	2	5	2	5	2	1	2	5	2	2	1	4	2	
4	2					5				2	2	2	2	2	2	2	2	2	2	1	2	1	2	1	2	1	2	1	2	1	2	2	2	4	1	
15	2					5				2	2	3	2	3	2	2	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	2	2	4	1	
56	2	1								1	4	1	2	2	2	1	2	4	2	4	2	2	2	4	2	3	2	4	2	4	2	2	1	4	2	
55	2									-99	5	3	2	5	2	2	2	5	2	5	2	5	2	3	2	1	2	3	2	5	2	2	2	4	2	
47	2		2							1	3	4	2	2	2	1	1	5	1	2	2	2	2	4	1	3	2	2	1	5	1	1	1	5	2	
5	2					5				2	2	2	2	2	2	2	2	2	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	5	2	
49	1						6	1		1	5	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	1	2	5	2	
53	1						6	3		1	5	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	1	2	5	2	
44	1	1				5				1	4	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	1	2	5	2	
43	1	1								1	4	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	1	1	5	2	
41	2	1								1	2	2	2	2	2	1	2	5	1	3	2	2	2	4	1	2	2	2	4	1	2	1	5	1		
24	1	1								1	2	2	2	2	2	2	2	5	1	2	2	2	2	4	1	2	1	2	2	4	1	2	1	5	2	
67	1	1								1	4	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	2	1	5	2	
65	2	1		4						1	4	3	2	3	2	1	1	5	1	1	2	1	1	4	1	4	1	2	2	4	1	2	1	5	2	
13	2	1								1	1	1	2	1	2	2	2	3	1	1	2	1	2	1	2	1	2	3	1	1	2	2	1	5	2	
26	1	1								1	2	2	2	4	2	1	1	5	1	4	1	2	2	4	1	2	2	2	3	2	2	1	5	2		
37	1	1								1	5	2	2	3	2	1	2	4	1	3	2	1	2	1	2	2	2	3	2	5	2	2	1	5	2	
3	2					5				2	-99	-99	2	4	1	2	2	1	2	2	2	1	2	1	2	1	2	1	2	1	2	2	2	5	1	
54	2					5				2	3	5	1	4	2	2	2	1	2	2	2	1	2	1	2	1	2	1	2	1	2	2	1	5	2	
9	2		2							1	1	1	2	1	2	2	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	2	1	5	2	
60	2	1								1	5	5	2	5	2	2	2	5	2	5	2	1	2	1	2	1	2	1	2	1	2	2	1	5	1	

27	1	1				1	1	1	2	4	1	1	1	5	1	3	2	2	2	2	2	3	2	2	2	4	1	1	1	6	2		
31	2	1				1	4	2	2	4	2	-99	2	4	2	5	2	2	2	5	1	5	1	5	1	5	1	1	2	6	2		
62	2	1				1	2	2	2	3	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2	4	1	1	1	6	2		
17	1	1	2	3	4	1	2	1	2	2	2	2	2	3	2	3	2	1	2	2	2	3	2	3	2	3	2	1	1	6	1		
29	1	1				1	4	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	1	1	6	2		
1	2		2			1	3	3	1	4	1	2	2	5	1	2	2	1	2	3	2	3	2	3	2	5	1	2	1	6	2		
61	2	1				1	3	2	2	4	1	1	2	4	1	5	1	2	2	4	1	4	1	2	2	5	1	2	1	6	2		
68	2		2			1	4	4	2	5	2	1	1	5	1	1	2	1	2	2	2	3	2	3	2	2	2	2	1	6	2		
6	2	1				1	2	2	2	4	1	1	1	3	2	2	2	1	2	1	2	1	2	2	2	3	2	2	1	6	2		
7	2				5	2	2	2	2	4	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	1	6	2
38	1	1				1	2	2	2	2	2	2	2	2	2	2	2	1	2	1	2	2	2	2	2	2	2	2	1	6	2		
39	1	1				1	1	1	2	1	2	2	2	1	2	1	2	1	2	1	2	1	2	2	2	2	2	2	1	6	2		
40	1	1				1	3	2	2	2	2	2	2	2	2	2	2	1	2	1	2	1	2	2	2	3	2	2	1	6	2		
14	3				5	2	2	4	1	4	1	2	2	1	2	1	2	1	2	1	2	1	2	1	2	4	1	1	2	7	2		
10	1	1				1	1	2	1	1	2	2	2	1	2	2	1	1	2	1	2	1	2	1	2	1	2	1	1	7	2		
21	3				5	2	3	3	2	2	2	2	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	1	7	1		
30	1	1				1	5	5	2	5	2	-99	1	5	2	5	2	3	2	5	1	-99	2	4	1	5	1	1	1	7	1		
25	1		3			1	4	3	2	5	1	1	1	5	1	1	2	1	2	1	2	2	2	2	4	1	1	1	7	1			
22	3				5	2	1	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	2	-99	7	1		
36	1	1				1	1	1	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	3	2	2	1	7	1			
52	1				5	2	5	2	2	3	2	1	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	1	1	8	2		
16	1				5	2	1	1	2	2	2	2	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	2	2	8	2		

ID	TAXI	Q3	Q3Dis	CodeA	CodeB	CodeC
54	2	Strongly disagree	Enhanced DBS checks			
14	2	Disagree	If a person has been suspended for an attack on vulnerable children what measures are in place if the driver returns back Provided there is close cooperation between local police and licensing authority with regard to very recent/ongoing convictions/cautions.			
10	1	Agree				
1	1	Neither agree nor disagree	The locality test is not fit for purpose. If you were to revise certain routes you will pass the test but probably can't explain any other locations people use technology now and they will ask if they are in doubt. It is a good way to collect revenue though.			
49	1	Agree				
51	1	Agree				
53	1	Agree				
64	1	Agree				
44	1	Agree				
3	2					
4	2	Agree				
5	2	Agree				
7	2	Agree				
15	2	Neither agree nor disagree				
28	2	Neither agree nor disagree				
21	2	Neither agree nor disagree				
22	2	Strongly agree				
16	2	Strongly agree				
23	2	Neither agree nor disagree				
48	2	Agree				
50	2	Agree				
52	2	Agree				
19	1	Agree				
17	1	Strongly agree				
57	1	Strongly agree				
8	1	Strongly agree				
32	1	Agree				
18	1	Agree				
42	1	Agree				
63	1	Neither agree nor disagree				
65	1	Neither agree nor disagree				
2	1	Strongly agree				
20	1	Agree				
25	1	Neither agree nor disagree				
9	1	Strongly agree				
47	1	Disagree				

68 1 Disagree
6 1 Agree
11 1 Strongly agree
13 1 Strongly agree
31 1 Agree
41 1 Agree
46 1 Agree
56 1 Strongly agree
58 1 Strongly disagree
59 1 Agree
60 1 Strongly disagree
61 1 Agree
62 1 Agree
24 1 Agree
26 1 Agree
27 1 Strongly agree
29 1 Agree
30 1 Strongly disagree
36 1 Strongly agree
37 1 Agree
38 1 Agree
39 1 Strongly agree
40 1 Agree
43 1 Agree
45 1 Agree
67 1 Agree
69 1 Agree
55 -99 Neither agree nor disagree
66

ID	TAXI	Q4	Q4Dis	CodeA	CodeB	CodeC
7	2	Disagree	All taxis should take contactless payment			
25	1	Strongly disagree	CROSS BORDER HIRING RULES			
1	1	Disagree	Locality test should just cover hospitals and maybe main accident and emergency departments but not where farms ect are. Common sense.			
61	1	Disagree	Minor traffic offences. You keep your licence until 12 points. It should be the same for licensed taxi drivers.			
6	1	Disagree	More protection and support for drivers who are vulnerable every time we pick up a passenger			
27	1	Disagree	see below			
3	2	Disagree	There should be more emphasis on and incentives to switch away from petrol and diesel to fully electric vehicles			
14	2	Disagree	When taxi drivers have had heart or other medical conditions needing daily medication yearly face to face checks with a GP should take place			
49	1	Neither agree nor disagree				
51	1	Neither agree nor disagree				
53	1	Neither agree nor disagree				
64	1	Neither agree nor disagree				
44	1	Neither agree nor disagree				
4	2	Agree				
5	2	Agree				
15	2	Neither agree nor disagree				
28	2	Neither agree nor disagree				
54	2	Disagree				
21	2	Agree				
22	2	Strongly agree				
16	2	Agree				
23	2	Neither agree nor disagree				
48	2	Neither agree nor disagree				
50	2	Neither agree nor disagree				
52	2	Neither agree nor disagree				
19	1	Agree				
17	1	Agree				
57	1	Neither agree nor disagree				
8	1	Neither agree nor disagree				
32	1	Disagree				
18	1	Agree				
42	1	Neither agree nor disagree				
63	1					
65	1	Neither agree nor disagree				
2	1	Strongly agree				
20	1	Agree				
9	1	Strongly agree				
47	1	Agree				
68	1	Strongly disagree				
11	1	Strongly agree				
13	1	Strongly agree				
31	1	Disagree				
41	1	Agree				
46	1	Neither agree nor disagree				
56	1	Agree				
58	1	Strongly disagree				
59	1	Neither agree nor disagree				
60	1	Strongly disagree				

62 1 Neither agree nor disagree
10 1 Strongly agree
24 1 Agree
26 1 Disagree
29 1 Neither agree nor disagree
30 1 Strongly disagree
36 1 Agree
37 1 Neither agree nor disagree
38 1 Agree
39 1 Strongly agree
40 1 Agree
43 1 Neither agree nor disagree
45 1 Neither agree nor disagree
67 1 Neither agree nor disagree
69 1 Agree
55 -99 Strongly disagree
66

ID TAXI Q5 Q5Yes

CodeA CodeB CodeC

- 32 1 Yes 8 years old/ to 10 years old,and euro 5 NOT EURO 6
Age limit. Some 8 year old cars are in better condition and less miles than some 3 year old. It will also put drivers in
- 47 1 Yes permanent debt
- 30 1 AGE LIMITS WHAT PLANET ARE YOU ON TAXIS ARE JUST SURVIVING DEATH KNELL FOR MOST OPERATORS
- 6 1 Yes Age limits. As long as the vehicle meets Euro 6 and is correctly maintained age should not be an issue.
AGE OF VEHICLES. SOME OLDER VEHICLES ARE IN BETTER CONDITION THAN SOME OF THE NEWER ONES. IF THE VEHICLE CAN
- 25 1 Yes PASS A COUNCIL MOT THEY SHOULD BE ALLOWED TO STAY ON THE ROAD
- 49 1 Yes Common sense needs to be used instead of making drivers pay for TWO DBSs when not needed.
- 51 1 Yes Common sense needs to be used instead of making drivers pay for TWO DBSs when not needed.
- 53 1 Yes Common sense needs to be used instead of making drivers pay for TWO DBSs when not needed.
- 44 1 Yes Common sense needs to be used instead of making drivers pay for TWO DBSs when not needed.
- 48 2 Yes Common sense needs to be used instead of making drivers pay for TWO DBSs when not needed.
- 50 2 Yes Common sense needs to be used instead of making drivers pay for TWO DBSs when not needed.
- 52 2 Yes Common sense needs to be used instead of making drivers pay for TWO DBSs when not needed.
- 29 1 Yes Common sense needs to be used instead of making drivers pay for TWO DBSs when not needed.
- 43 1 Yes Common sense needs to be used instead of making drivers pay for TWO DBSs when not needed.
- 45 1 Yes Common sense needs to be used instead of making drivers pay for TWO DBSs when not needed.
- 64 1 Yes Common sense needs to be used, instead of making drivers pay for TWO DBS 's when not needed.
- 65 1 Yes Concentrate on unlicensed out of town ph drivers before chastising hack vehicle age
- 67 1 Yes Drivers shouldn't be asked to pay for 2 DBS's
- 68 1 Yes On at 4 years off at 8. . also allowing cross border hiring.
- 42 1 Yes see response to next question
Some cars over 8 years old could be potentially be in better condition than newer vehicles. As long as they pass the
- 26 1 Yes compliance test, they should be allowed to be licenced
The new standards are currently being challenged on various fronts, producing a new policy now and including them could
mean the policy becomes void in the near future. It would make more sense to hold the new policy for 12 months while this is
- 57 1 Yes ironed out.
- 27 1 Yes wehicle age see below
- 3 2 No
- 4 2 No
- 5 2 No
- 7 2 No
- 15 2 No

28	2	No
54	2	No
14	2	No
21	2	No
22	2	Yes
16	2	No
23	2	
19	1	No
17	1	No
8	1	No
18	1	Yes
63	1	Yes
2	1	Yes
20	1	No
1	1	No
9	1	No
11	1	No
13	1	No
31	1	
41	1	Yes
46	1	No
56	1	Yes
58	1	Yes
59	1	
60	1	No
61	1	Yes
62	1	No
10	1	No
24	1	No
36	1	No
37	1	Yes
38	1	No
39	1	No
40	1	No

69 1 Yes
55 -99 No
66

ID	TAXI	Q6	Q6Dis	CodeA	CodeB	CodeC
61	1	Disagree	10 year old limit on cars, new cars 6 years old, more sensible and affordable			
41	1	Strongly disagree	Age of new Vehicle should not be 4 years old a first license. Also the vehicle age to replace them at 8 years old is too short. I think 13 years old then vehicle should be replaced.			
68	1	Strongly disagree	Age standards			
47	1	Strongly disagree	Age. Will keep drivers in permanent debt and an 8 year old vehicle can be as good as a 3 year old one.			
32	1	Strongly disagree	All of them,in the current climate its hard enough to make a living now,and aslong as its road worthy and well looked after,i really cant see what the problem is,coach companies don't have this issue,and they are serving the public			
37	1	Disagree	all vehicles should be up to 10 years old			
26	1	Strongly disagree	As long as a vehicle passes emissions,compliance test & is in good condition, it should be able to be licenced			
67	1	Strongly disagree	As long as vehicles meet the current 3 test per year (on older vehicles) and meet any enviromental standards then vehicles should be allowed to continue to be plated. The policy would only be based on vanity (we only want new cars) and not roadworthy standards			
27	1	Strongly disagree	As well as the taxi industry already being decimated by covid, we now have to contend with the cost of buying 3 year old vehicles ,its like the council are trying to finish us off. A better solution would be Euro 6 up to 5or 6 year old and vehicles removed at 10 years rather than 8.			
28	2	Strongly disagree	Electric vehicles should not be exempt from the age restriction policy.			
63	1	Strongly disagree	Existing vehicles that meet and continue to meet standards that have been registered before the adoption of the policy should be granted grandfather rights to continue as Hack/PH until such time as they mechanically unsound. To impliment a 4 year maximum age on new vehicles is to price out the majority of the owner drivers, whos margins of operating margins are tight already. Given the loss of almost a years trading profits in 2020 this policy should be amended and deffered until the true impact of Covid can be assessed on tge trade.			
18	1	Strongly disagree	I agree that vehicles should have an agreed age limit, however I do not agree that a vehicle first being licensed should be a maximum of four years old. In the last 18 months I have licenced 3 vehicles which are over that age and each time the tester has commented on how clean and well maintained they are. If this rule is enforced it will mean that as a trade we will be forced to purchase vehicles with higher mileage or vehicles which are or have previously been damaged rather than quality low mileage vehicles. For example a six passenger seat vehicle such as a Ford Galaxy on a 66 plate with more than 100,000 miles on would currently cost £10,000 to buy whereas a 64 plate with 40,000 miles on would cost you the same. If we are forced to purchase newer vehicles with more miles on the cost of repairs will be significant as we will be inheriting problems. Alternatively we could purchase lower mileage 66 plates for £14,000 but then the cost will have to be passed onto the customer. Our home to school transport prices will increase significantly and our meter prices will have to increase which will cost the general public more, I am located in the most deprived area of the country, formally the district of Easington Colliery. This may also mean that there is a need for cheaper transport which may lead to more unlicensed taxis operating. Do we really think that putting these measures in place when we are in a recession is a good idea?			

- 11 1 Strongly disagree I disagree with an age being put on licensed vehicles. Licensing vehicles less than four years old. And then only allowing vehicles to be licensed until they are 8 years old. Alternatively emission standards might be better. But without a age limit.
- 1 1 Strongly disagree If a vehicle is miticulacley maintained why replace it as it costs more to the environment by manufacturing a new one
- 66 Strongly disagree If this change in policy is brought in it will decimate the taxi trade in County Durham. Having to buy a 4 year old (or newer) vehicle every 4 years (or more if buying a newer vehicle) will be so expensive that a lot of drivers will not be able to afford to buy another vehicle. Or if they can afford to buy one it may already be very high mileage. For example a 2016 Skoda octavia with 36000 miles on is £12000, £266 a month meaning you will pay back roughly £13500 (unless you have poor credit then you could be paying back £24-25000). But as the car is 4 years old when it is first licensed the owner only has 4 years to use that vehicle meaning they will be in a constant cycle of needing finance. Further more, why when a vehicle becomes 4 years and 1 day old does it become any less suitable as a taxi. Or why when it becomes 8 years and 1 day is it any less suitable as a taxi? I agree with new cars coming onto the fleet after 1st April 2024 being euro 6, we all should be working towards making the environment cleaner, but discarding a perfectly usable vehicle simply because of its age is wrong. Along with what I have previously said I think the council need to look at the current circumstances and take this into account. It is going to take many years for the economy to recover and forcing people into getting debt to carry out their job is immoral.
- 13 1 Neither agree nor disagree Not a lot of the drivers can afford to buy new vehicles every 8 years and I agree if the vehicle is near enough no longer road worthy than that's great but if a vehicle is kept well maintained and is still road worthy I think it should be kept on as a taxi due to the council MOT tests which we get every 6 months been a high profile test should be able to detect whether a vehicle is road worthy or not and a longer life span than the 8 year timeline
- 42 1 Strongly disagree regarding public transport i.e. bus and coach companies who transport passengers including children are not required to meet these standards and as such their vehicles are much older so i feel the trade are being singled out. Agree with euro 6 emission standard however, not the new vehicle proposal or age policy of the vehicle whereby you would have to take it off after 8 years. I have vehicles which are maintained to a good standard and they get serviced twice a year as well as its council test. oil filters changed evey 9000 miles. it doesn't matter what age the vehicle is as long as it is maintained and serviced to a good standard. I generally know when my vehicle is at the end of life and at that point i would replace it.
- 69 1 Strongly disagree The 4 year Age should be increased from first licence. The vehicle age of 8 years should be increased considerably. Making the transition from petrol & diesel straight to electric is unfair on the trade due to costs. There should be encouragement to Hybrid.
- 24 1 Strongly disagree The 8 year rule is to strict. Vehicles over 8 years should be licenced.
- 2 1 Strongly disagree The age of the car as long as it's passed it's hack tests there should be no reason why cars after 8 year old should not be re licenced this is a disrace and will put allot of drivers in financial difficulty having to buy new cars constantly

The proposed new age limits on vehicles will unfairly affect operators who carry out a large proportion of school contracts as the timeframe to need to replace vehicles frequently will mean an increase in tendered prices to as depreciation will need to be recouped over a shorter time which means more cost for the Local Authority and ultimately the tax payers of the local area. The benefits gained of a low emission vehicle operating for less than 2 hours per day would be negligible. In this instance a 'schools only' plating category may be appropriate.

8 1 Strongly disagree

These vehicles are not always affordable and unfairly limit existing drivers from protecting their careers.

65 1 Strongly disagree

This policy stinks of favouring the large corporate companies at the expense of the traditional local independent drivers. Again a policy to favour large companies and make almost impossible the survival of the small individual drivers that have been a tradition especially in County Durham. Normal purchase agreements are usually over FIVE years so buying a Four year old vehicle to go at EIGHT years means you are still paying for a vehicle you can't use. No individual can sustain this cost. Large companies won't be affected as they can dump the vehicle to a licensing authority that doesn't have this standard, then bring it back to Durham and use it as a private hire. The aim of all Euro 6 vehicles is a good one, but, new vehicles should be SIX years old this will by the time the policy is adopted mean all new vehicles will be Euro 6. An end of use at ELEVEN years will at least allow individuals the ability to exit finance agreements before having to purchase a new vehicle. WAV vehicles should last TWO EXTRA years and new ones should be SIX years. While this may keep the current level of WAV vehicles in the county, it won't help increase the woefully inadequate numbers in the county. But the only reason for removing old vehicles is vanity as long as they are sound and meeting environmental standards they should be able to work with the current THREE test regime.

49 1 Strongly disagree

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44 1 Strongly disagree

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48 2 Strongly disagree

50 2 Strongly disagree

This policy stinks of favouring the large corporate companies at the expense of the traditional local independent drivers. Again a policy to favour large companies and make almost impossible the survival of the small individual drivers that have been a tradition especially in County Durham. Normal purchase agreements are usually over FIVE years so buying a Four year old vehicle to go at EIGHT years means you are still paying for a vehicle you can't use. No individual can sustain this cost. Large companies won't be affected as they can dump the vehicle to a licensing authority that doesn't have this standard, then bring it back to Durham and use it as a private hire. The aim of all Euro 6 vehicles is a good one, but, new vehicles should be SIX years old this will by the time the policy is adopted mean all new vehicles will be Euro 6. An end of use at ELEVEN years will at least allow individuals the ability to exit finance agreements before having to purchase a new vehicle. WAV vehicles should last TWO EXTRA years and new ones should be SIX years. While this may keep the current level of WAV vehicles in the county, it won't help increase the woefully inadequate numbers in the county. But the only reason for removing old vehicles is vanity as long as they are sound and meeting environmental standards they should be able to work with the current THREE test regime.

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29 1 Strongly disagree

This policy stinks of favouring the large corporate companies at the expense of the traditional local independent drivers. Again a policy to favour large companies and make almost impossible the survival of the small individual drivers that have been a tradition especially in County Durham. Normal purchase agreements are usually over FIVE years so buying a Four year old vehicle to go at EIGHT years means you are still paying for a vehicle you can't use. No individual can sustain this cost. Large companies won't be affected as they can dump the vehicle to a licensing authority that doesn't have this standard, then bring it back to Durham and use it as a private hire. The aim of all Euro 6 vehicles is a good one, but, new vehicles should be FIVE years old this will by the time the policy is adopted mean all new vehicles will be Euro 6. An end of use at TEN years will at least allow individuals the ability to exit finance agreements before having to purchase a new vehicle. WAV vehicles should last till TWELVE years and new ones should be SIX years. While this may keep the current level of WAV vehicles in the county, it won't help increase the woefully inadequate numbers in the county. But the only reason for removing old vehicles is vanity as long as they are sound and meeting environmental standards they should be able to work with the current THREE test regime.

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43 1 Strongly disagree

This policy stinks of favouring the large corporate companies at the expense of the traditional local independent drivers. Again a policy to favour large companies and make almost impossible the survival of the small individual drivers that have been a tradition especially in County Durham. Normal purchase agreements are usually over FIVE years so buying a Four year old vehicle to go at EIGHT years means you are still paying for a vehicle you can't use. No individual can sustain this cost. Large companies won't be affected as they can dump the vehicle to a licensing authority that doesn't have this standard, then bring it back to Durham and use it as a private hire. The aim of all Euro 6 vehicles is a good one, but, new vehicles should be SIX years old this will by the time the policy is adopted mean all new vehicles will be Euro 6. An end of use at ELEVEN years will at least allow individuals the ability to exit finance agreements before having to purchase a new vehicle. WAV vehicles should last TWO EXTRA years and new ones should be SIX years. While this may keep the current level of WAV vehicles in the county, it won't help increase the woefully inadequate numbers in the county. But the only reason for removing old vehicles is vanity as long as they are sound and meeting environmental standards they should be able to work with the current THREE test regime.

45 1 Strongly disagree

Usually purchase agreements are over 5 years, so if you buy a 4 year old vehicle over a five year agreement, the said vehicle will have to be taken off as a taxi / phv with 1 year of the agreement to be paid. Meaning we're stuck with a vehicle which still has to be paid for but unable to use as a taxi. WHATS THE POINT!! No small company or individual can afford this. Why not make it upto 6 year old to be licensed and renewed at 11 year old, with the exception to WAV which I agree should have a 2 year extension owing to the additional cost of purchase and adaption. This would still ensure all new vehicles being licensed fall into EURO 6 on the emissions. Also would a zero emission vehicle, not still deteriorate at the same rate as a diesel or petrol car. I.E. the seats will have the same wear and tear, the suspension still travels on poor roads and on and on and on.

64 1 Strongly disagree

Utter rot that a 3 year old Euro 6 vehicle can be licensed but a 5 year old Euro 6 vehicle can't be licensed as a new vehicle. If the vehicle meets Euro 6 engine specifications and passes the emissions test its Euro 6 and passed the test. How does the age of the vehicle impact emissions? If I purchase a brand new Euro 6 vehicle and run at 75,000 miles a year, when the vehicle it's 4 years old it's done 300k. If a driver buys a second hand Euro 6 vehicle at 5 years old with 40,000 miles on the clock how is that worse for the environment than a vehicle of the same age and engine as one with 300k+ miles? A stupid rule not thought out at all. If you want to make engine emissions future proof, all you need to do is say "only vehicles which meet Euro 6 will be licensed as new applications and all pre Euro 5 vehicles won't be renewed after April 2024. Add a line that says something like Euro 6 vehicles may be used until 8 years after the Euro 6 engine specification is superseded, and from 3 years after the new standard is realised all new vehicles must meet that standard.

WE DISAGREE WITH THE AGE OF VEHICLE HOWEVER AGREE WITH EMISSIONS

- 57 1 Strongly disagree
- 25 1 Strongly disagree
- 3 2 Strongly agree
- 4 2 Agree
- 5 2 Agree
- 7 2 Agree
- 15 2 Strongly agree
- 54 2 Strongly agree
- 14 2 Strongly agree
- 21 2 Strongly agree
- 22 2 Strongly agree
- 16 2 Strongly agree
- 23 2 Strongly agree
- 19 1 Strongly agree
- 17 1 Neither agree nor disagree
- 20 1 Agree
- 9 1 Strongly agree
- 6 1 Neither agree nor disagree
- 31 1 Disagree
- 46 1 Agree
- 56 1 Disagree
- 58 1 Strongly disagree
- 59 1 Agree
- 60 1 Strongly disagree
- 62 1 Agree
- 10 1 Strongly agree
- 30 1 Strongly disagree
- 36 1 Agree
- 38 1 Agree
- 39 1 Strongly agree

40 1 Agree

55 -99 Strongly disagree

ID	TAXI	Q7	Q7Dis	CodeA	CodeB	CodeC
61	1	Strongly disagree	Absurd that 2 minor speeding offences e.g SP30 should endanger your licence providing there is close cooperation between licensing authority and local police regarding recent/ongoing cautions and prosecutions.			
10	1	Agree	Why would the council licence people with drug or sex convictions ? Drivers are now reticent to act in self defence, never mind interceding in any incident on North Road. This clause would put the public in more danger as drivers would just not get involved. We have already seen one such case this week.			
64	1	Strongly disagree	Why would the council licensing people with drugs or a sex convictions?			
67	1	Strongly disagree	Why would the council licensing people with drugs or a sex convictions? Drivers are now reticent to act in self defence, never mind interceding in any incident on North Road. This clause would put the public in more danger as drivers would just not get involved. We have already seen one such case this week.			
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51	1	Strongly disagree	Why would the council licensing people with drugs or a sex convictions? Drivers are now reticent to act in self defence, never mind interceding in any incident on North Road. This clause would put the public in more danger as drivers would just not get involved. We have already seen one such case this week.			
53	1	Strongly disagree	Why would the council licensing people with drugs or a sex convictions? Drivers are now reticent to act in self defence, never mind interceding in any incident on North Road. This clause would put the public in more danger as drivers would just not get involved. We have already seen one such case this week.			
44	1	Strongly disagree	Why would the council licensing people with drugs or a sex convictions? Drivers are now reticent to act in self defence, never mind interceding in any incident on North Road. This clause would put the public in more danger as drivers would just not get involved. We have already seen one such case this week.			
48	2	Strongly disagree	Why would the council licensing people with drugs or a sex convictions? Drivers are now reticent to act in self defence, never mind interceding in any incident on North Road. This clause would put the public in more danger as drivers would just not get involved. We have already seen one such case this week.			
50	2	Strongly disagree	Why would the council licensing people with drugs or a sex convictions? Drivers are now reticent to act in self defence, never mind interceding in any incident on North Road. This clause would put the public in more danger as drivers would just not get involved. We have already seen one such case this week.			
52	2	Strongly disagree	Why would the council licensing people with drugs or a sex convictions? Drivers are now reticent to act in self defence, never mind interceding in any incident on North Road. This clause would put the public in more danger as drivers would just not get involved. We have already seen one such case this week.			
29	1	Strongly disagree	Why would the council licensing people with drugs or a sex convictions? Drivers are now reticent to act in self defence, never mind interceding in any incident on North Road. This clause would put the public in more danger as drivers would just not get involved. We have already seen one such case this week.			
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45	1	Strongly disagree	Why would the council licensing people with drugs or a sex convictions? Drivers are now reticent to act in self defence, never mind interceding in any incident on North Road. This clause would put the public in more danger as drivers would just not get involved. We have already seen one such case this week.			
26	1	Disagree	You have no control over cross border hiring drivers			
3	2	Agree				
4	2	Strongly agree				

5 2 Agree
7 2 Agree
15 2 Strongly agree
28 2 Agree
54 2 Agree
14 2 Strongly agree
21 2 Strongly agree
22 2 Strongly agree
16 2 Strongly agree
23 2 Strongly agree
19 1 Agree
17 1 Neither agree nor disagree
57 1 Neither agree nor disagree
8 1 Strongly agree
32 1 Neither agree nor disagree
18 1 Strongly agree
42 1 Strongly agree
63 1 Strongly agree
65 1 Strongly agree
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20 1 Agree
25 1 Strongly agree
1 1 Agree
9 1 Strongly agree
47 1 Agree
68 1 Strongly agree
6 1 Agree
11 1 Agree
13 1 Strongly agree
31 1 Strongly disagree
41 1 Neither agree nor disagree
46 1 Disagree
56 1 Disagree
58 1 Strongly disagree
59 1 Agree
60 1 Strongly disagree
62 1 Neither agree nor disagree
24 1 Agree
27 1 Neither agree nor disagree
30 1 Strongly disagree
36 1 Agree

37 1 Neither agree nor disagree
38 1 Agree
39 1 Strongly agree
40 1 Agree
69 1 Agree
55 -99 Strongly disagree
66 Strongly agree

ID	TAXI	Q8	Q8Dis	CodeA	CodeB	CodeC
			Agree completely with intelligence led checks. Random checks are very much open to abuse by officers of the council. What's to stop an officer 'randomly' selecting the same individual over and over again? Who pays for these tests? If I were randomly selected and expected to pay for my random test that I passed, I'd be seeking legal advice on the basis you carried out a test at my expense that wasn't required. Will the council officers and drivers of council owned vehicles be subjected to the same random during and alcohol tests as the trade?			
57	1	Strongly disagree				
63	1	Strongly agree	Any and all testing shall be at the expense of the licencing authority.			
67	1	Strongly disagree	I would agree if it applied to all council employee's as well			
49	1	Strongly disagree	Intelligence led yes, random no as it is open to abuse. It should also be applied to councillors and all council employees.			
51	1	Strongly disagree	Intelligence led yes, random no as it is open to abuse. It should also be applied to councillors and all council employees.			
53	1	Strongly disagree	Intelligence led yes, random no as it is open to abuse. It should also be applied to councillors and all council employees.			
44	1	Strongly disagree	Intelligence led yes, random no as it is open to abuse. It should also be applied to councillors and all council employees.			
48	2	Strongly disagree	Intelligence led yes, random no as it is open to abuse. It should also be applied to councillors and all council employees.			
50	2	Strongly disagree	Intelligence led yes, random no as it is open to abuse. It should also be applied to councillors and all council employees.			
52	2	Strongly disagree	Intelligence led yes, random no as it is open to abuse. It should also be applied to councillors and all council employees.			
43	1	Strongly disagree	Intelligence led yes, random no as it is open to abuse. It should also be applied to councillors and all council employees.			
45	1	Strongly disagree	Intelligence led yes, random no as it is open to abuse. It should also be applied to councillors and all council employees.			
64	1	Strongly disagree	Intelligence led, by all means, random so long as it's at the councils expense unless a positive result is returned. Also should apply to all council officers, officials and employees.			
29	1	Strongly disagree	It should also be applied to councillors and all council employees			
65	1	Strongly agree	Test all of us. Many are high as kites			
3	2	Strongly agree				
4	2	Strongly agree				
5	2	Strongly agree				
7	2	Agree				
15	2	Strongly agree				
28	2	Strongly agree				
54	2	Strongly agree				
14	2	Strongly agree				
21	2	Strongly agree				
22	2	Strongly agree				
16	2	Strongly agree				

23	2 Strongly agree
19	1 Agree
17	1 Strongly agree
8	1 Agree
32	1 Strongly agree
18	1 Strongly agree
42	1 Strongly agree
2	1 Strongly disagree
20	1 Agree
25	1 Strongly agree
1	1 Strongly agree
9	1 Strongly agree
47	1 Agree
68	1 Strongly agree
6	1 Strongly agree
11	1 Agree
13	1 Strongly agree
31	1 Agree
41	1 Agree
46	1 Agree
56	1 Agree
58	1 Strongly agree
59	1 Agree
60	1 Strongly agree
61	1 Agree
62	1 Agree
10	1 Strongly agree
24	1 Agree
26	1 Agree
27	1 Agree
30	1 Neither agree nor disagree
36	1 Strongly agree
37	1 Strongly agree
38	1 Strongly agree
39	1 Strongly agree
40	1 Strongly agree
69	1 Agree
55	-99 Strongly disagree
66	Strongly agree

ID	TAXI	Q9	Q9Dis	CodeA	CodeB	CodeC
31	1	Strongly disagree	Common sense Course was waste of time. Common sense is needed we are not the police. At course police were asked about unlicensed vehicles picking vulnerable people up they said they couldn't do anything about it. That in my opinion is a bigger problem than drivers reporting it.			
47	1	Disagree	CRB checks are enough			
61	1	Disagree	Drivers once sat course don't loose knowledge.			
41	1	Disagree	I disagree with refresher courses every 3 years. A refresher course every 5 to 6 years would be better.			
11	1	Strongly disagree	I strongly agree. Also I think that all drivers whether they wish to be engaged on home to school contracts or not should complete the same CSE course which is held by County Hall. In my opinion it is ludicrous that as a new driver you potentially have to sit two as licencing wont issue your badge until you have completed their course.			
18	1	Agree	If a driver has had training, it's a matter of common sense implanting ity			
26	1	Disagree	if driver has already done the course there no reason to refresh after 3 years.			
24	1	Disagree	Just reiterates the same thing, if anything new then it should be made available online to all drivers			
67	1	Strongly disagree	Not our responsibility to spot or accuse public of this.. social services and polices job			
65	1	Disagree	Once the course is done there should be no need for refresher.			
69	1	Disagree	So long as the training is required because things have changed fair enough, but to expect people to pay to sit and watch a power point presentation in county hall which is identical to the power point presentation they watched 3 years ago is both a waste of time and an insult to the intelligence of the people attending. As mentioned, if it's a new course, fair enough to expect retraining. It should read "retraining as required as legislation changes"			
57	1	Strongly disagree	The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of being dragged to a central location. Agree with trading at first licence granting but then only if there is new information to be trained on, not the same time after time.			
64	1	Strongly disagree	The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank. Training at first licencing yes, but there has been no new information to make the training relevant again and again.			
49	1	Strongly disagree	The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank. Training at first licencing yes, but there has been no new information to make the training relevant again and again.			
47	1	Strongly disagree	The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank. Training at first licencing yes, but there has been no new information to make the training relevant again and again.			
51	1	Strongly disagree	The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank. Training at first licencing yes, but there has been no new information to make the training relevant again and again.			
53	1	Strongly disagree				

		The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank. Training at first licencing yes, but there has been no new information to make the training relevant again and again.
44	1 Strongly disagree	
		The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank. Training at first licencing yes, but there has been no new information to make the training relevant again and again.
48	2 Strongly disagree	
		The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank. Training at first licencing yes, but there has been no new information to make the training relevant again and again.
50	2 Strongly disagree	
		The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank. Training at first licencing yes, but there has been no new information to make the training relevant again and again.
52	2 Strongly disagree	
		The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank.
29	1 Strongly disagree	
		The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank. Training at first licencing yes, but there has been no new information to make the training relevant again and again.
43	1 Strongly disagree	
		The quality of the councils training this year was far below the standards of the previous training. It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen to inferior training. Better to listen in your own home or on the rank. Training at first licencing yes, but there has been no new information to make the training relevant again and again.
45	1 Strongly disagree	
30	1 Strongly disagree	WHO WOULD YOU REPORT ANYTHING TO WHO WOULD TAKE ANY NOTICE MORE TIMEWASTING
3	2 Strongly agree	
4	2 Strongly agree	
5	2 Strongly agree	
7	2 Agree	
15	2 Strongly agree	
28	2 Agree	
54	2 Strongly agree	
14	2 Strongly agree	
21	2 Strongly agree	
22	2 Strongly agree	
16	2 Strongly agree	
23	2 Strongly agree	
19	1 Agree	

17	1 Agree
8	1 Strongly agree
32	1 Strongly agree
42	1 Strongly agree
63	1 Strongly agree
2	1 Strongly disagree
20	1 Agree
25	1 Strongly agree
1	1 Neither agree nor disagree
9	1 Strongly agree
68	1 Agree
6	1 Strongly agree
13	1 Strongly agree
46	1 Neither agree nor disagree
56	1 Disagree
58	1 Strongly disagree
59	1 Agree
60	1 Strongly agree
62	1 Agree
10	1 Strongly agree
27	1 Agree
36	1 Agree
37	1 Strongly agree
38	1 Strongly agree
39	1 Strongly agree
40	1 Strongly agree
55	-99 Neither agree nor disagree
66	Strongly agree

ID	TAXI	Q10	Q10Dis	CodeA	CodeB	CodeC
24	1	Agree	Agree as long as there is not a refresher course after 3 years.			
69	1	Agree	As long as we are not required to do refresher courses.			
			Drivers working on the ranks are meeting disabled people all the time, so yes it makes perfect sense to train drivers on disability awareness. The training needs to cover a much wider range of disabilities though other than wheelchair users and people with guide dogs. Attention needs to be paid to people with learning disabilities, mental health awareness, autism, elderly people, and other hidden disabilities. I'd also suggest conflict management training could be a valuable tool for drivers to participate in. Maybe consider an NVQ for drivers which covers all the areas you wish to train including first aid, health and safety, CSE awareness, disability awareness. Make it a formal course with an approved provider rather than the council nor a private company not affiliated to any education board being able to cobble something together as currently happens with disabled access training provided by the education transport teams.			
57	1	Strongly agree				
11	1	Agree	I agree only as one course without any requirement to do a refresher course every 3 years.			
65	1	Disagree	I dont work with disabled.... and never have..			
49	1	Strongly disagree	It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen somebody rabbit on . Better to listen in your own home or on the rank.			
51	1	Strongly disagree	It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen somebody rabbit on . Better to listen in your own home or on the rank.			
53	1	Strongly disagree	It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen somebody rabbit on . Better to listen in your own home or on the rank.			
44	1	Strongly disagree	It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen somebody rabbit on . Better to listen in your own home or on the rank.			
48	2	Strongly disagree	It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen somebody rabbit on . Better to listen in your own home or on the rank.			
50	2	Strongly disagree	It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen somebody rabbit on . Better to listen in your own home or on the rank.			
52	2	Strongly disagree	It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen somebody rabbit on . Better to listen in your own home or on the rank.			
29	1	Strongly disagree	It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen somebody rabbit on . Better to listen in your own home or on the rank.			
43	1	Strongly disagree	It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen somebody rabbit on . Better to listen in your own home or on the rank.			
45	1	Strongly disagree	It should be online and free so as to be able to be completed at a convenient time instead of dragging people into a central location to sit and listen somebody rabbit on . Better to listen in your own home or on the rank.			
31	1	Strongly disagree	It should be up to the drivers if they want to be trained not forced by the policy Upto the company or the individual whether they insure there vehicles or licence there vehicles to carry disabled passengers.			
67	1	Strongly disagree	only if online and free			
61	1	Disagree	Only those with disability vehicles. Otherwise all drivers should employ common sense and courtesy			
64	1	Agree				
3	2	Strongly agree				
4	2	Strongly agree				

5 2 Strongly agree
7 2 Agree
15 2 Strongly agree
28 2 Agree
54 2 Strongly agree
14 2 Strongly agree
21 2 Strongly agree
22 2 Strongly agree
16 2 Strongly agree
23 2 Strongly agree
19 1 Strongly agree
17 1 Neither agree nor disagree
8 1 Agree
32 1 Strongly agree
18 1 Strongly agree
42 1 Agree
63 1 Agree
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6 1 Agree
13 1 Strongly agree
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46 1 Agree
56 1 Neither agree nor disagree
58 1 Strongly disagree
59 1 Agree
60 1 Strongly agree
62 1 Agree
10 1 Strongly agree
26 1 Agree
27 1 Neither agree nor disagree
30 1
36 1 Agree
37 1 Agree
38 1 Agree
39 1 Agree

40 1 Agree
55 -99 Strongly agree
66 Neither agree nor disagree

ID	TAXI	Q11	Q11Dis	CodeA	CodeB	CodeC
31	1	Strongly disagree	Again it's down to the descretion of the company or individual if this is a requirement they need to have. More unnecessary expenses again.			
47	1	Agree	As long as govt pay for it			
64	1	Strongly agree	But not at great expense to the operator. Also who would be the data controller ???			
57	1	Strongly disagree	CCTV should not be compulsory in vehicles, there's privacy issues for drivers and customers. Who would hold the ico licenses? Individual vehicle owners or the council? If it's the council they should pay fo the systems to be fitted, and then at the end of the taxis life would need to pay to have the vehicle returned to standard spec. Some companies operate contracts on behalf of the prison service where CCTV is prohibited in vehicles operating on their behalf.			
13	1	Neither agree nor disagree	I agree for the safety of yourself and the safety of passenger but again on financial background not a lot of drivers can afford these costs yes I have CCTV in my vehicle but not every driver is the same also, on the other side of the respect towards safeguarding of drivers on passenger patents or family member should be notified on a consent from by the driver or the council that cctv is fitted on the vehicle and that is is only used for the protection and safeguarding of any present in the vehicle and within vehicle range therefore a consent form should be sent out to every applicable family members to whether they agree and are ok and also a consent from should be in a vehicle along with info stickers			
63	1	Disagree	In principal it is a good idea , but it should always fall to the operator owner to have final say.			
20	1	Strongly disagree	Installation of CCV is an additional cost and burden for drivers at a challenging time for the trade. It is unclear who would be the data controller. If drivers are to be put in a position to act as data controllers they would have significant additional burdens around processing of personal data, responsibility for storage and disclosure, and notification to the ICO. If drivers have full access to the CCTV system and data it offers limited protection for riders.			
67	1	Strongly disagree	Only if not controlled by the council			
46	1	Disagree	Personal choice			
30	1	Disagree	SHOULD BE PERSONAL CHOICE SOMETIMES IT WOULD BE ILLEGAL			
8	1	Strongly disagree	Vehicles that solely carry out school contracts this would not be appropriate, again a case could be made for a schools only plating category			
49	1	Strongly disagree	While I believe any driver who doesn't have cameras is an idiot. I would never be in favour of compulsory local authority controlled cameras in any licensed vehicle, unless all council vehicles and offices have cameras linked to the web so we can make sure we are getting our moneys worth.			
51	1	Strongly disagree	While I believe any driver who doesn't have cameras is an idiot. I would never be in favour of compulsory local authority controlled cameras in any licensed vehicle, unless all council vehicles and offices have cameras linked to the web so we can make sure we are getting our moneys worth.			
53	1	Strongly disagree	While I believe any driver who doesn't have cameras is an idiot. I would never be in favour of compulsory local authority controlled cameras in any licensed vehicle, unless all council vehicles and offices have cameras linked to the web so we can make sure we are getting our moneys worth.			
44	1	Strongly disagree	While I believe any driver who doesn't have cameras is an idiot. I would never be in favour of compulsory local authority controlled cameras in any licensed vehicle, unless all council vehicles and offices have cameras linked to the web so we can make sure we are getting our moneys worth.			

48	2 Strongly disagree	While I believe any driver who doesn't have cameras is an idiot. I would never be in favour of compulsory local authority controlled cameras in any licensed vehicle, unless all council vehicles and offices have cameras linked to the web so we can make sure we are getting our moneys worth.
50	2 Strongly disagree	While I believe any driver who doesn't have cameras is an idiot. I would never be in favour of compulsory local authority controlled cameras in any licensed vehicle, unless all council vehicles and offices have cameras linked to the web so we can make sure we are getting our moneys worth.
52	2 Strongly disagree	While I believe any driver who doesn't have cameras is an idiot. I would never be in favour of compulsory local authority controlled cameras in any licensed vehicle, unless all council vehicles and offices have cameras linked to the web so we can make sure we are getting our moneys worth.
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45	1 Strongly disagree	While I believe any driver who doesn't have cameras is an idiot. I would never be in favour of compulsory local authority controlled cameras in any licensed vehicle, unless all council vehicles and offices have cameras linked to the web so we can make sure we are getting our moneys worth.
3	2 Strongly agree	
4	2 Strongly agree	
5	2 Strongly agree	
7	2 Agree	
15	2 Strongly agree	
28	2 Strongly agree	
54	2 Strongly agree	
14	2 Strongly agree	
21	2 Strongly agree	
22	2 Strongly agree	
16	2 Strongly agree	
23	2 Strongly agree	
19	1 Agree	
17	1 Neither agree nor disagree	
32	1 Strongly agree	
18	1 Agree	
42	1 Strongly agree	
65	1 Agree	
2	1 Strongly agree	
25	1 Agree	
1	1 Neither agree nor disagree	
9	1 Strongly agree	
68	1 Neither agree nor disagree	

6	1	Neither agree nor disagree
11	1	Agree
41	1	Agree
56	1	Disagree
58	1	Strongly disagree
59	1	Agree
60	1	Strongly agree
61	1	Agree
62	1	Agree
10	1	Strongly agree
24	1	Agree
26	1	Agree
27	1	Agree
36	1	Agree
37	1	Neither agree nor disagree
38	1	Agree
39	1	Agree
40	1	Neither agree nor disagree
69	1	Agree
55	-99	Neither agree nor disagree
66		Agree

ID	TAXI	Q12	Q12Dis	CodeA	CodeB	CodeC
1	1	Strongly disagree	6 points on a licence can be achieved very easily, however depending on the speeds involved.			
46	1	Strongly disagree	Absolutely no need for it. 12 points is a ban not 6.			
62	1	Disagree	Depends what the points are for, the current system works fine for consideration of individual cases			
25	1	Disagree	DRIVERS HAVE ENOUGH TO PAY OUT FOR LICENSES			
30	1	Strongly disagree	EVEN MORE FARES GOING TO WEB CARS AND PIZZA DRIVERS			
8	1	Strongly disagree	I cant see the benefit of this at all			
59	1	Disagree	I disagree the dvla deem to you fit to drive how can parish councillors play god with a taxi drivers livelihood			
41	1	Disagree	I don't think there's any need for minor offences			
11	1	Strongly disagree	If it's only minor offences then there should be no requirement to do a driver improvement course.			
24	1	Disagree	if its only a minor offence then there shouldn't be a requirement to sit a driver improvement course.			
67	1	Strongly disagree	If the law of the land say 12 points then that's what it should be. If yes then ALL council workers including councilors should be held to the same standard			
66		Disagree	It should depend on the offences. Getting an sp30 for doing 33 in a 30 is vastly different to 79 in a 50.			
27	1	Disagree	ive heard of drivers getting prosecuted for doing 31-32 mph which is a bit harsh			
63	1	Strongly disagree	Points can be issued by Police and are subject to discrestion, as such there is no level / standard to say what is minor or if and when they are given to a driver.			
65	1	Disagree	Points may not be associated with bad driving			
14	2	Disagree	Should be band from driving with no test			
49	1	Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as the general council workforce if adopted for the trade.			
51	1	Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as the general council workforce if adopted for the trade.			
53	1	Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as the general council workforce if adopted for the trade.			
44	1	Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as the general council workforce if adopted for the trade.			
48	2	Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as the general council workforce if adopted for the trade.			
50	2	Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as the general council workforce if adopted for the trade.			
52	2	Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as the general council workforce if adopted for the trade.			

29	1 Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as the general council workforce if adopted for the trade.
43	1 Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as the general council workforce if adopted for the trade.
45	1 Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as the general council workforce if adopted for the trade.
64	1 Strongly disagree	The idea that minor traffic offences warrant denying any human being their ability to earn a living by any council is a disgrace. Again these rules should apply to councillors and officers as well as all the general council workforce if adopted by our trade.
47	1 Strongly disagree	The job is in enough financial ruin and current rules are enough
57	1 Neither agree nor disagree	This depends on the circumstances, it is possible to get 6 points for a single offence, and in the same respect it's possible to get points for parking badly. To force drivers to go on training courses for some things would be silly.
61	1 Strongly disagree	Totally disagree. Taxi drivers drive a lot of miles. I do 30,000 per annum, in often stressful circumstances. I do not need driver training or lessons.
69	1 Disagree	Why get driver to do a course for minor offences.
31	1 Strongly disagree	You are discriminating the driver as incompetent. If the driver amhas a licence to drive then no further action should be taken
3	2 Strongly agree	.
4	2 Strongly agree	
5	2 Strongly agree	
7	2 Strongly agree	
15	2 Strongly agree	
28	2 Agree	
54	2 Strongly agree	
21	2 Strongly agree	
22	2 Strongly agree	
16	2 Strongly agree	
23	2 Strongly agree	
19	1 Agree	
17	1 Neither agree nor disagree	
32	1 Agree	
18	1 Agree	
42	1 Agree	
2	1 Strongly disagree	
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6	1 Agree
13	1 Strongly agree
56	1 Disagree
58	1 Strongly disagree
60	1 Strongly agree
10	1 Strongly agree
26	1 Neither agree nor disagree
36	1 Neither agree nor disagree
37	1 Strongly disagree
38	1 Agree
39	1 Agree
40	1 Agree
55	-99 Strongly disagree

ID	TAXI	Q13	CodeA	CodeB	CodeC
63	1	An increase in licencing enforcement in Durham city to combat the rise in PH ride sharing drivers parking illigally and touting for work with little or no oversight. Another more serious matter concerns me and that although it is a serious offence and extremely dangerous , getting prosecuted for "using" a mobile phone brings with it a FIVE YEAR TAXI LICENCE BAN... This is rather draconian ,for example does placing a fallen mobile back in its cradle constitute a serious offence and worthy of a 5 year ban???? Also does using a cradled phone for navigation or voice commands constitute an offence ? is it any different from using an in built manufacturers touch screen navigation system???? The law is very blurry in these areas and requires clarification if such			
27	1	SERIOUS penalties are to be imposed			
14	2	As stated in previous answer, I would like to propose an issue about health problems in older taxi drivers that have serious medical conditions or heart problems more supervision of these drivers should be adhered to for the safty of passenger's.			
19	1	Enforcement need to work nights and weekends to try and catch the growing amount of drivers overcharging and refusing short fares. Private hire vehicles should be able to use bus lanes, the likes of Uber are growing More and more so why should taxis which are declining in use be allowed to use bus lanes and private hires not ? Whilst the bridge in Durham is closed there needs to be a designated private hire pick up point as currently on a weekend taxis block up whole area around market place so where are the hundreds now using Uber meant to get safely collected from? Anything agreed by licensing in Durham needs to be agreed in Sunderland and Newcastle or else drivers can just register elsewhere and still legally operate, but eith very little chance of ever getting monitored as out of area			
47	1	Everything is against the driver. At this rate there won't be many drivers left			
10	1	i have received concerns from a number of passengers about some drivers' poor command of the English language which results in communucation breakdown. i feel this needs to be addressed.			
64	1	I honestly believe this new policy should have been put on hold for 12 months owing to the current economic situation. COVID-19 has a lot to answer for and I believe in running with this is taking precious time away from dealing with more pressing matters.			
5	2	I suggest all drivers are encouraged to complete an advanced driving assessment, by RoSPA, RODAR, or any similar organisation			
31	1	I think the council should stop make the job of a Taxi driver unbearable. The pressure on drivers are ridiculous. I think the council should listen to drivers rather than them getting to get her on a committee and thinking what's the next thing we can add to the list to get to taxi drivers and the companies involved.			
69	1	I'm a few hours late on submitting my views on this consultation please accept them.			

More street presence of enforcement, on the 2 or 3 occasions that enforcement officers have been out in Durham City on a Friday or Saturday night during my 4 years as a hackney driver, more than half of the usual cars are working, once word gets around many drivers get out of town, speaks volumes. Also enforcement checks on private hire cars from out of the area who

62 1 form their own taxi ranks would help

20 1 N/A

PH Vehicles should not be allowed to park in shopping car parks/car parks/ or on side streets waiting for there

17 1 operator/telephone bookings they should be made to return to there base.

Regarding Driver Knowledge and Locality Tests, I have taken quite a few taxis around Durham and the knowledge of the local area seems extremely poor in some cases. I am not sure whether drivers are retested or how thorough the existing tests are but the results do not seem very good. The standard was much higher before the extension of licencing to allow many more

23 2 drivers/firms to pick up in the city.

Some of the policy directly breaches the equality act. You can not demand anyone provides proof of conditions such as dyslexia. You can not refuse to issue a drover with a taxi badge because they didn't learn to read or write. There's even an argument that an oral English test could be construed as disability discrimination. If an individual has a speech problem would you refuse to license them? Or is it just targeted at people who don't speak English at all? Their is no requirement for a driver to be able to fluently communicate with passengers, so long as they can understand where a passenger wants to go to it's not their job to hold a full conversation or act as a tour guide. Drivers should not really be actively talking with passengers or

57 1 acting as a tour guide this is just as dangerous as talking on a mobile phone.

Stop copy and pasting from people who sit on their backside dreaming up how to make people unemployed. This should have been put to trade reps by email for comment before publishing, using Covid 19 to avoid working in partnership with the following agencies, groups and individuals to promote the licensing objectives: a) Local Hackney Carriage and Private Hire Trade b) County Wide Taxi Working Group again. All councillors should do at least one week every year working normal shifts for a taxi driver. Licensing councillors and licensing and enforcement should do four weeks every year. What is made could be split between the taxi owner and a charity chosen by the trade reps. Before any attempt to adopt this policy meetings should take place this year between licensing and the trade by any means possible, otherwise we will take it you failed under section

49 1 7 of your current policy on page 8

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29 1 your current policy on page 8.

The changes to the licensing policy regarding the age of vehicles will have a detrimental effect on many small business's. Whilst I can agree with the 4 year age limit for new vehicles the 8 year age limit will limit service life of perfectly good vehicles, as a rule a vehicle carrying out a school contract will give us 8 to 10 years service. I also think this will have a detrimental

8 1 impact on many owner drivers who will not be able to justify the cost of replacing a vehicle so often.

21 2 Vehicle insurance must be for full year not monthly and confirmation from insures when insurance stops

30 1 VERY POOR TIME TO BE DOING THIS ARE YOU PLANNING LICENSING STAFF REDUNDANCIES YOU WILL NEED LESS STAFF

WE NEED BETTER CLEARANCE ON CROSS BORDER HIRING AS THE AMOUNT OF VEHICLES FROM OUT OF TOWN THAT DONT HAVE TO ABIDE BY THE COUNCIL POLICY IS RIDICULOUS. I FEEL LIKE I WOULD BENEFIT FROM LICENSING ALL OF MY VEHICLES

25 1 WITH A DIFFERENT COUNCIL AS IT WOULD BE CHEAPER WITH LESS RESTRICTIONS AND REQUIREMENTS

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