

APPENDIX 3
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Taxi Consultation Survey
Results and Main Considerations for the Council

CONSULTATION - SURVEY QUESTIONNAIRE

1.0 SURVEY QUESTION – PENALTY POINTS SCHEME

- 1.0.1 *It is proposed to extend a harmonised penalty points scheme for all drivers throughout the Wiltshire Council area. Do you agree with extending the scheme throughout Wiltshire?*

1.1 BACKGROUND

- 1.1.1 In Wiltshire three of the legacy authorities (North Wiltshire, Salisbury District Council and West Wiltshire district Council) operated a ‘points system’ more commonly known as a penalty points scheme for regulating the conduct of hackney carriage drivers, private hire drivers, private hire operators and the condition and operation of private hire vehicles and hackney carriages. Kennet District Council did not operate such a scheme.
- 1.1.2 The schemes are broadly similar and work on the basis that a transgression attracts a number of points and once a specific number has been amassed on an operator’s driver’s or proprietor’s licence a suspension for a period of time takes place. The system is analogous to the concept of points on a DVLA driving licence. These are introduced under a set of conditions. On application to Wiltshire Council for a licence, the applicant would be required to sign a declaration to abide by the provisions of the penalty points scheme.
- 1.1.3 Previous experience in the three legacy authorities demonstrates that it is rare for licence holders to accrue sufficient points to incur a period of suspension. The scheme is popular with drivers who regard it as a fair and transparent approach to enforcement.
- 1.1.4 There is separate legislation and criteria which an applicant must fulfil in order to meet the requirement as being a fit and proper person to hold such a licence. The legislation also makes separate provision to suspend or revoke an existing licence in the event of serious transgression of any relevant statute.

1.2 RESULTS

- 1.2.1 See figure 1. It is clear from the survey results that 86% of the trade responses are in favour of the introduction of the harmonised penalty points scheme. This is supported by 92% of the public responses who are in favour of the introducing the scheme.

1.3 IMPLICATIONS and CONCLUSIONS

- 1.3.1 The extension of a penalty point scheme throughout the district will provide a harmonised service across Wiltshire and a fair and transparent approach to enforcement. In principle the scheme is supported by the trade and members of the public.

1.4 RECOMMENDATIONS

- 1.4.1 The Licensing Committee is recommended to extend the penalty points scheme throughout Wiltshire from the date of implementation.

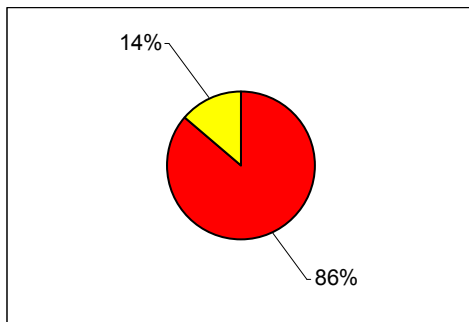
SURVEY QUESTIONNAIRE

Figure 1

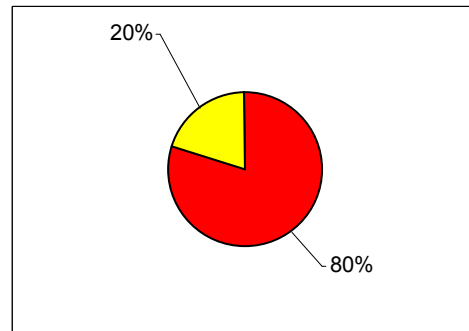
Penalty Points Scheme

It is proposed to extend a harmonised penalty points scheme for all drivers throughout the Wiltshire Council area. Do you agree with extending the scheme throughout Wiltshire?

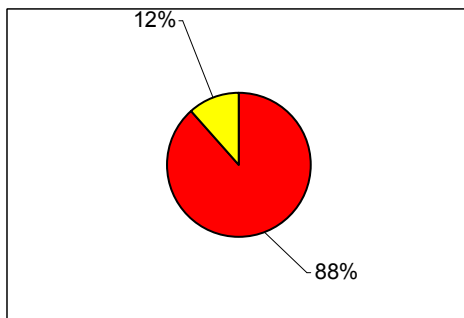
South Hub



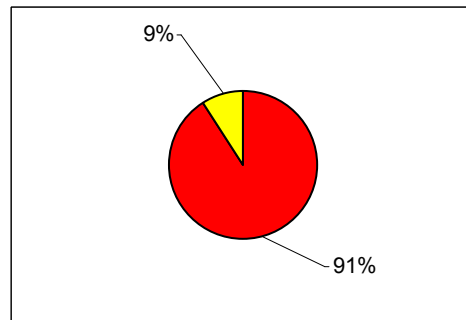
East Hub



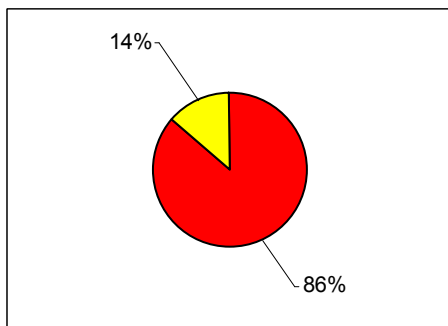
North Hub



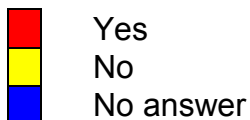
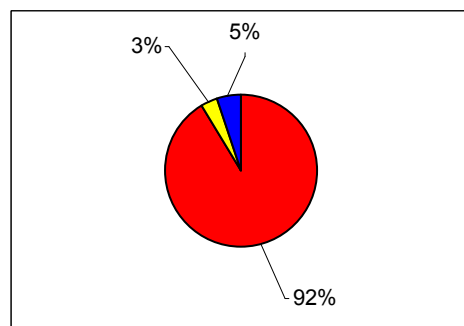
West Hub



Total (Four Hubs)



Members of Public



CONSULTATION - SURVEY QUESTIONNAIRE

2.0 SURVEY QUESTION – CONDITIONS: VEHICLE AGE

- 2.0.1 *It is proposed that vehicles should be no older than five years old when first licensed as a taxi or private hire vehicle. This does not include vehicles that are already licensed. What is your opinion?*

2.1 BACKGROUND

- 2.1.1 In Wiltshire the legacy authorities (North Wiltshire District Council, Kennet District Council, Salisbury District Council and West Wiltshire District Council) implemented four different age policies within their four separate sets of conditions.

2.1.2 Kennet District Council

Initial Licence- No vehicle over 4 years old will be granted an initial license unless it is in exceptionally well maintained condition both with regard to bodywork and mechanical condition.

Renewal Licence – No vehicle over 7 years old will be relicensed unless it is in exceptionally well maintained condition both with regard to the body work and mechanical condition.

2.1.3 Salisbury District Council

Initial Licence – No vehicle over 3 years old shall be granted an initial licence unless in the opinion of the vehicle inspector authorised by the council and the Council's Licensing officer, it is in an extremely well maintained condition, both with regard to the mechanics, bodywork, interior and all ancillary equipment.

Renewal Licence – No vehicle over 5 years old to be re-licensed unless in the opinion of the vehicle inspector authorised by the council and the Council's Licensing officer, it is in an extremely well maintained condition, both with regard to the mechanics, bodywork, interior and all ancillary equipment

2.1.4 West Wiltshire District Council

No age restriction

2.1.5 North Wiltshire District Council

No age restriction

Licensing authorities throughout the country impose a wide range of age restrictions on initial licensing and five years was chosen as a mid range value.

- 2.1.6 An initial absolute age restriction also removes any inconsistencies which may arise in initially assessing the vehicle condition.
- 2.1.7 The Department for Transport produces best practice guidance for taxi and private hire vehicle licensing (March 2010) which states the following with regard to age limits:
It is perfectly possible for an older vehicle to be in good condition. So the setting of an age limit beyond which a local authority will not license vehicles maybe arbitrary and inappropriate. But a greater frequency of testing maybe appropriate for older vehicles-for example, twice-yearly tests for vehicles more than five years old.
- 2.1.8 An upper vehicle age has not been proposed and the proposed conditions include provision to ensure all vehicles are checked every six months. An age restriction of less than five years old will contribute to the national air quality targets by mitigating carbon and nitrogen dioxide emissions at a local level.

2.2 RESULTS

- 2.2.1 See figure 2. It is clear from the survey results that 50% of the collective trade responses overall (all four hubs) are in favour of the age limit proposed as opposed to 41% who oppose the proposal.

- 2.2.2 It should be noted that:

South -66% *agree* or *strongly agree* with the proposed age limit.

North -63% *agree* or *strongly agree* with the proposed age limit.

whilst

East -61% *disagree* or *strongly disagree* with the proposed age limit.

West -55% *disagree* or *strongly disagree* with the proposed age limit.

80% of the public are in favour of the proposed age policy.

2.3 IMPLICATIONS and CONCLUSIONS

- 2.3.1 The proposal to ensure all vehicles are below five years old when first licensed will ensure a harmonised approach across Wiltshire and remove any discretion regarding the initial inspection.
- 2.3.2 Two of the legacy authorities had an age policy. The trade will not be penalised because an upper age limit is not proposed and existing vehicles will continue to be licensed. The age scheme is supported by members of the public.

2.4 RECOMMENDATIONS

- 2.4.1 The Licensing Committee is recommended to adopt the condition that vehicles should be no older than five years old when first licensed as a hackney carriage or private hire vehicle from the date of implementation.

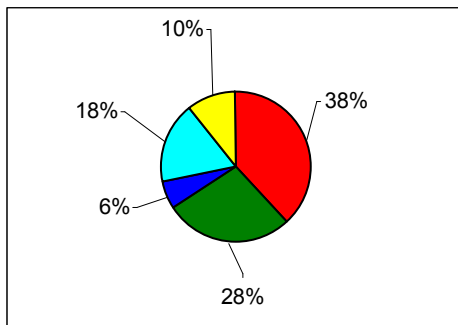
SURVEY QUESTIONNAIRE

Figure 2

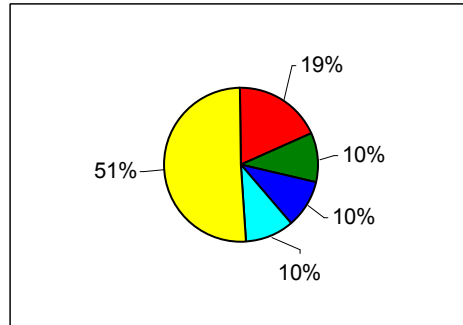
Vehicle Age Limit

It is proposed that vehicles should be no older than five years old when first licensed as a taxi or private hire vehicle. This does not include those vehicles that are already licensed. What is your opinion?

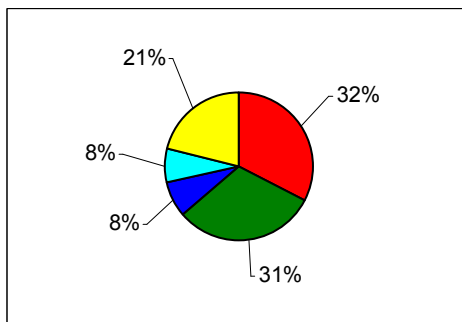
South Hub



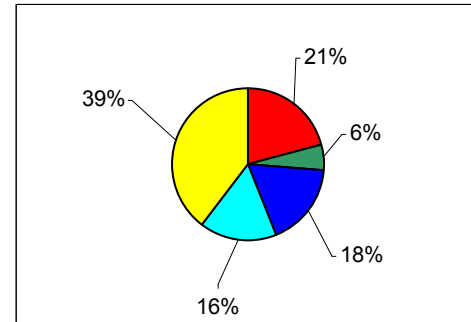
East Hub



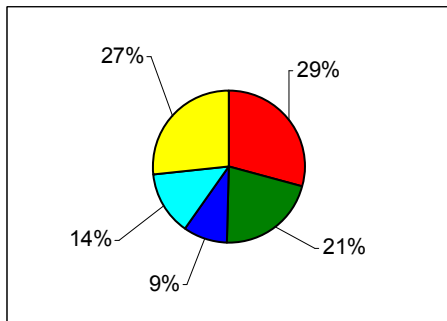
North Hub



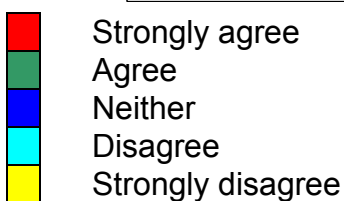
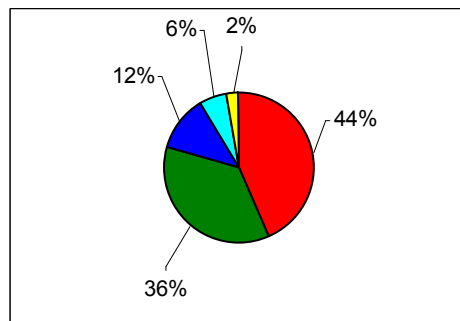
West Hub



Total (Four Hubs)



Members of Public



CONSULTATION - SURVEY QUESTIONNAIRE

3.0 SURVEY QUESTION – CONDITIONS: Wheelchair Accessible Vehicles

- 3.0.1 *It is proposed that one in five taxis and private hire vehicles should be wheelchair accessible. Often these specialist vehicles are expensive and so it is thought that provision of such should only apply to multiple vehicle fleets. What is your opinion?*

3.1 BACKGROUND

- 3.1.1 In Wiltshire the four legacy authorities (North Wiltshire, Salisbury District Council, Kennet District Council and West Wiltshire District Council) had four separate policies with regard to wheelchair accessible vehicles (WAVs) which can be summarised as follows:

1. East - No policy
2. West - No policy
3. North - One in five taxis, operated by owners of more than five taxis, licensed for the first time on or after 1/10/2005 must be capable of carrying a minimum of one wheelchair. After the tenth vehicle, the requirement would be one in ten, thus purchases for wheelchair accessible vehicles being at 5, 10, 20, 30 and so on.
4. South - In 1989 a policy was introduced to ensure all new licensed hackney carriages are wheelchair accessible.

- 3.1.2 The situation in the South hub is complicated further by the following: In the South existing plate holders with non wheelchair accessible vehicles in 1989 have been allowed to retain non wheelchair accessible vehicles (saloon cars) creating a split in the fleet of 55:45% WAVs:saloon (approximately 80 current vehicles in total have retained the grandfather rights to be saloon vehicles). The consequence of this is that the pre 1989 saloon plates have a considerable market value in terms of rental and the formation of business partnerships, both of which are deemed to be legal within the legislative framework. It will be noted existing licence holders in the South have been required to purchase larger/ purpose built vehicles, which are more expensive in order to fulfil the wheelchair accessibility mandate. To a lesser extent this has prevailed in North where one in five hackney carriage vehicles is required to be a WAV. In addition if the proposal is implemented in the South, there is the possibility that all licensed private hire vehicles which at present do not have to be wheel chair accessible, will opt to be re-plated as hackney carriages.

- 3.1.3 WAVs provision in the other hubs has largely been linked to contract work with Wiltshire Council and other private suppliers where it may be a condition of the contract to provide a WAV.

- 3.1.4 The Department of Trade (DfT) Best Practice Guidance (March 2010) states the following with regard to accessibility for taxis and private hire vehicles. *'The Minister of State for transport has now announced the way forward on accessibility for taxis and private hire vehicles. His statement can be viewed on the Department's website The Department will be taking forward demonstration schemes in three local authority areas to research the needs of people with disabilities in order to produce guidance about the most appropriate provision. In the meantime, the Department recognises that some local licensing authorities will want to make progress on enhancing accessible taxi provision.'*
- 3.1.5 The DfT have produced some guidance relating to ergonomic requirements, training for drivers and duties under the Disability Discrimination Act but the guidance does not address the provision of wheelchair disabled accessible vehicles, in advance of the proposed comprehensive guidance which will arise from the aforementioned demonstration schemes.
- 3.1.6 The Equality Act 2010 which received Royal Assent on the 8th April introduces a new equality duty on public bodies to consider how they can eliminate discrimination. The Act allows the Secretary of State to make regulations to ensure a proportion of the hackney carriage fleet are wheel chair accessible although this only applies to regulated fleets at present.

3.2 RESULTS

3.2.1 Survey Questionnaire

North - 61% *strongly agree or agree* with the provision of one in 5 WAVs.
East - 44% *strongly agree or agree* with the provision of one in 5 WAVs
South - 61% *strongly agree or agree* with the provision of one in 5 WAVs
West - 21% *strongly agree or agree* with the provision of one in 5 WAVs

Over all 50% of the trade responses are in favour of the proposal whilst 35% are not.

74% of the public are in favour of the proposal.

3.2.2 Trade Meetings

Trade Meeting responses regarding Wheelchair Accessible Vehicle (1 in 5)	
South 45 attendees	<ol style="list-style-type: none"> 1. Is provision being made to compensate drivers who have purchased saloon plates? 2. Is there a period of phasing in new licences to allow financial consideration of the investment in vehicles to work through and allow people to plan their business commitments? 3. Proposed that the first car in five should be a Wheelchair Accessible Vehicle. 4. Why is a change proposed to the licensing arrangements of wheelchair accessible taxis, moving away from the policy introduced in 1988? 5. Worried that all PHV will change to Hackney Carriage
East 20 attendees	<ol style="list-style-type: none"> 1. There was no demand on the ranks for WAVs. 2. All attendees were opposed to the 1 in 5 ratio.
North 35 attendees	<ol style="list-style-type: none"> 1. Private hire vehicles should be included.
West 56 attendees	<ol style="list-style-type: none"> 1. There was no demand on the ranks for WAVs

3.2.3 Survey Questionnaire Comments

No. of adverse comments regarding the proposed Wheelchair Accessible Vehicle (1 in 5)	
South	11
East	1
North	5
West	3

The individual responses and comments to the consultation questionnaire can be viewed in Members' room.

3.3 **IMPLICATIONS and CONCLUSIONS**

3.3.1 There was a mixed response from the trade in the survey questionnaire, albeit the public are in favour of increasing the provision of WAVs

3.3.2 Direct consultation with the trade through trade meetings has revealed that there are a number of potential problems associated with introducing the proposal in Salisbury because of the pre - 1989 saloon plate licence holders and the fact all hackney carriage licence holders have had to provide WAVs since then.

- 3.3.3 There is a considerable difference in the four hubs' current policies regarding the provision of WAVs and the immediate introduction of one single policy for all four hubs will penalise one or more of the trade sector or hubs trade. For example in the South, where the provision of a WAV has been mandatory, any immediate reduction in the policy would immediately disadvantage an existing licence holder who has hitherto had to purchase a more expensive WAV vehicle.
- 3.3.4 The trade were not given a choice of options for the provision of WAVs and during the trade meetings alternative options for WAVs were suggested by the trade.
- 3.3.5 The DfT has not produced any guidance for the provision of WAVs although it is expected in the future.
- 3.3.6 In the South hub the survey includes responses from private hire vehicle licence holders who are not directly affected by the WAV provisions but who potentially benefit from the introduction of the proposal in the future. This is because existing saloon private hire vehicles could apply to become hackney carriage vehicles if the policy is reduced to 1 in 5 in the South.

3.4 RECOMMENDATIONS

3.4.1 The Licensing Committee is recommended:

- to introduce and extend the proposed scheme (1 in 5 WAV) already in existence in the North hub, to the West and East hubs on the date of implementation
- to phase out the existing grand father rights which prevail in South hub with regard to the pre1989 saloon plated vehicles and phase in the proposed scheme (1 in 5 WAV) within a three year period starting from the date of implementation.

This will be achieved in accordance with the Council's proposed age restriction policy. The detail of the phasing in process should be delegated to officers in consultation with the Chair of the Licensing Committee and Portfolio Holder.

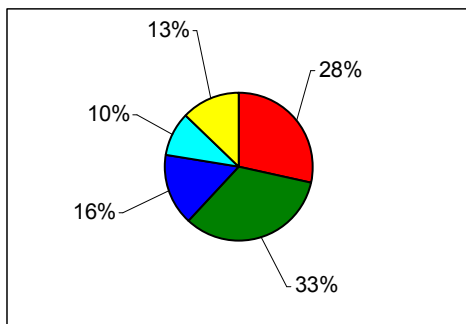
SURVEY QUESTIONNAIRE

Figure 3

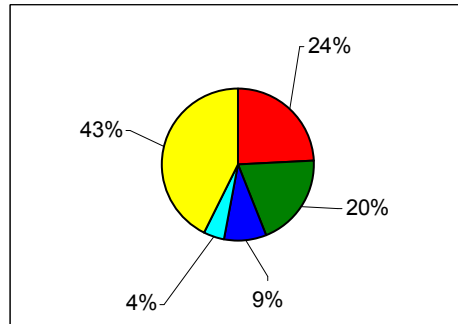
Wheelchair Accessible

It is proposed that one in five taxis and private hire vehicles should be wheelchair accessible. Often these specialist vehicles are expensive and so it is thought that provision of such should apply to multiple vehicle fleets. What is your opinion?

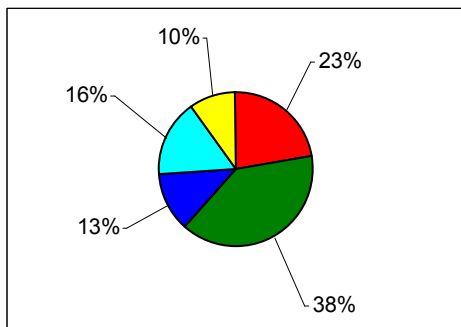
South Hub



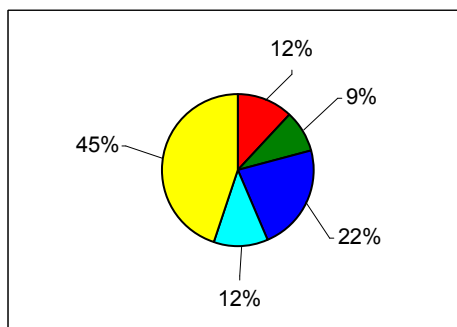
East Hub



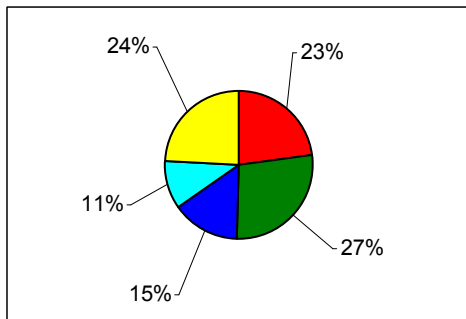
North Hub



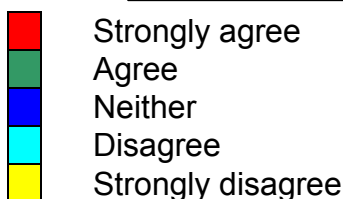
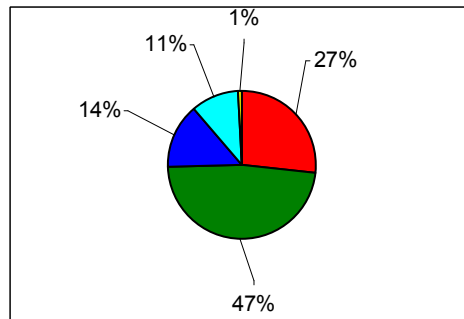
West Hub



Total (Four Hubs)



Members of Public



CONSULTATION - SURVEY QUESTIONNAIRE

4.0 SURVEY QUESTION – VEHICLE CHECKS

- 4.0.1 *It is proposed that all licensed vehicles will be subject to a six monthly MOT, or a compliance certificate and a conditions check carried out by a licensing officer. What is your opinion?*

4.1 BACKGROUND

- 4.1.1 In Wiltshire the legacy authorities (North Wiltshire District Council, Kennet District Council, Salisbury District Council and West Wiltshire District Council) have implemented a range of different vehicle checks under their respective licensing conditions and or bylaws which are as follows:

Kennet District Council – annual MOT and vehicle check by MOT centre.

North Wiltshire District Council – six monthly MOT and annual vehicle check by licensing officer.

West Wiltshire District Council - six monthly MOT and annual vehicle check by licensing officer.

Salisbury District Council – six monthly compliance test (vehicles under five years)
four monthly compliance test (vehicles over five years).
New vehicle application - vehicle inspection check by licensing officer.

- 4.1.2 The Department for Transport Best Practice notes the considerable variation between licensing authorities on vehicle testing and states all taxis should be subject to the legal minimum of an annual test unless local conditions suggest more frequent tests are necessary. The guidance also notes that greater frequency testing of older vehicles (vehicles over five years old) may be appropriate, with particular reference to emission standards.

4.2 RESULTS

- 4.2.1 See figure 4. The survey results show that 61% of the trade returns *strongly agree* or *agree* with the proposal and 78% of members of the public returns either *strongly agree* or *agree* with the proposal.

4.3 IMPLICATIONS and CONCLUSIONS

4.3.1 It is noted that the response from the East hub is not in favour of an increase from annual to six monthly vehicle checks.

The three other legacy authorities checked vehicles on a six monthly basis and the Council would not wish to support a retrograde step to reduce the frequency of inspection.

The proposal is clearly supported by the public.

4.4 RECOMMENDATIONS

4.4.1 The Licensing Committee is recommended to implement the proposal to ensure all licensed vehicles are subject to six monthly MOT or a compliance check and a conditions check to be carried out by a licensing officer from the date of implementation.

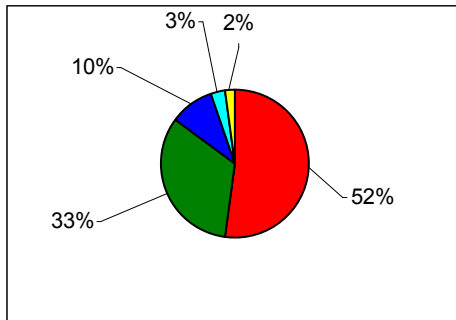
SURVEY QUESTIONNAIRE

Figure 4

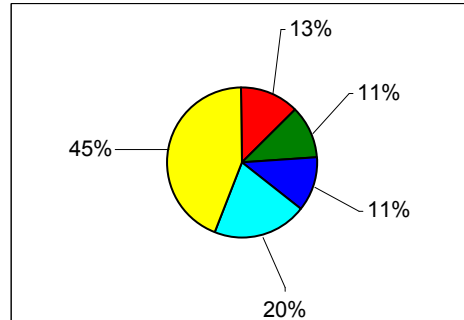
Vehicle Checks

It is proposed that all licensed vehicles will be subject to a six monthly MOT, or a compliance certificate and a conditions check carried out by a licensing officer. What is your opinion?

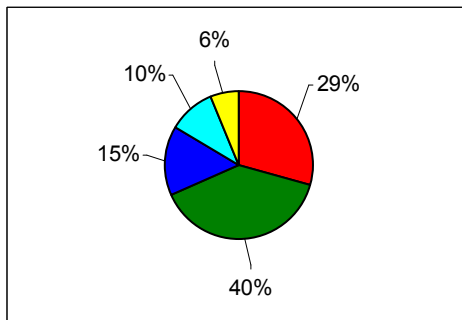
South Hub



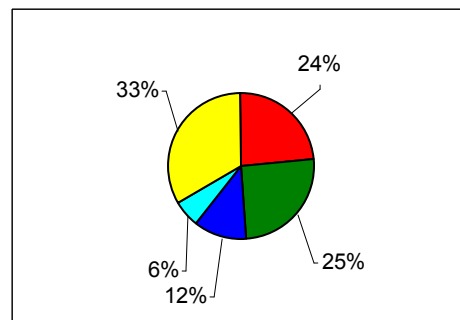
East Hub



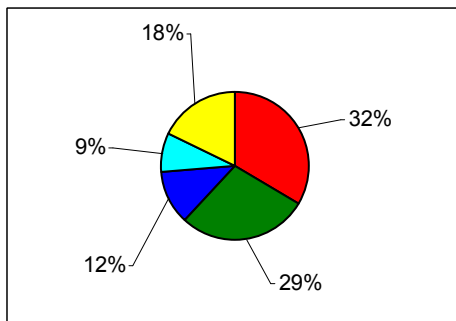
North Hub



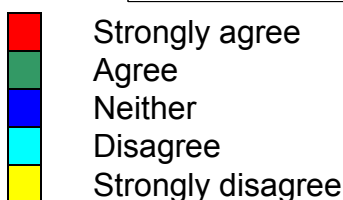
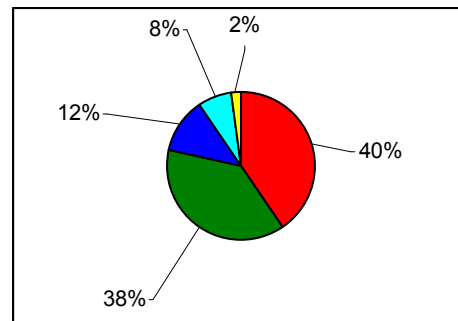
West Hub



Total (Four Hub)



Members of Public



CONSULTATION - SURVEY QUESTIONNAIRE

5.0 SURVEY QUESTION – ZONING

- 5.0.1 *Currently there are four taxi zones in the Wiltshire Council area. Would you prefer one zone covering the whole of the Wiltshire Council area or to keep the four zones covering North, South, East and West?*

5.1 BACKGROUND

- 5.1.1 In Wiltshire the legacy authorities (North Wiltshire District Council, Kennet District Council, Salisbury District Council and West Wiltshire District Council) were responsible for the administration, licensing and enforcement of the particular conditions and or byelaws within the former district council boundaries for the purposes of hackney carriage and private hire licences.
- 5.1.2 Following the abolition of the old Councils, four hackney carriage zones now exist based upon the existing boundaries at the date of abolition. The licensing regime for each hub is administered by four licensing teams based at Salisbury, Chippenham, Trowbridge and Devizes. Each hub employs the use of a separate database and software application. At present two hubs (South and East) use the computer software programme- *Lalpac*, whilst the North hub uses *Northgate* and the West hub uses *Uniform*.
- 5.1.3 The Department for Trade considers zones in its 'Best Practice Guide' (March 2010). The department recommends the abolition of zones on the basis it is chiefly for the benefit of the travelling public. The department takes the view that zoning may diminish the supply of taxis and scope for customer choice. The process for passing an extension resolution to abolish the four existing zones is a relatively straight forward process but it is not reversible. It should be emphasised this fact does not herald the abolition of zones. There is no power available to a local authority to merge some zones to create a smaller number or, alternatively, to create new zones.

5.2 RESULTS

- 5.2.1 See figure 5. The survey results show that 68% of the trade returns wish to retain four separate zones. 48% of members of the public returns wish to retain four separate zones whilst 7% did not respond to the question.

5.3 IMPLICATIONS and CONCLUSIONS

- 5.3.1 The creation of one zone is not necessary for the application of one set of conditions. A harmonised hackney carriage and private hire licensing scheme can be created with four zones which will also accommodate the transitional arrangements.
- 5.3.2 The current legislation allows the licensing authority to grant multiple licences to a hackney carriage to enable it to ply for hire in all the zones within its district. Since 1st April 2009 there is no evidence to suggest the trade have sought 'multiple' licences to ply for hire in additional zones in Wiltshire. The Licensing authority will introduce a discounted scheme for the transfer and or acquisition of additional licences throughout Wiltshire
- 5.3.3 The current structure of the licensing department and relative geographical locations is distributed throughout Wiltshire thereby allowing relatively easy access to each licensing team for the purposes of vehicle inspections, knowledge tests and submission of applications.
- 5.3.4 The creation of one zone would potentially place more pressure on rank space at peak times, which is already considered to be inadequate in certain areas.
- 5.3.5 The creation of one zone would make the knowledge tests more difficult.
- 5.3.6 The creation of one zone would necessitate a single wheelchair accessible vehicle policy for all licence holders throughout Wiltshire. It is intended to phase in the provision of 1 in 5 WAVs which would be in conflict with the implementation of one zone and one policy for WAVs on a set date. The issue of wheelchair accessible vehicles is addressed in section 3.0.

5.4 RECOMMENDATIONS

- 5.4.1 The Licensing Committee is recommended to retain four zones.

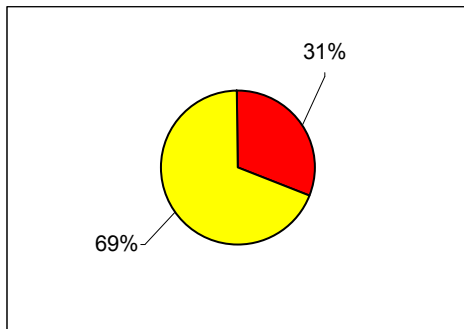
SURVEY QUESTIONNAIRE

Figure 5

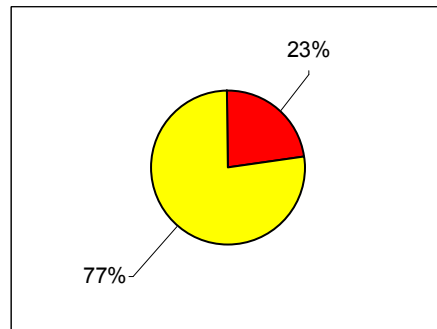
Zoning

Currently there are four taxi zones in the Wiltshire Council area. Would you prefer one zone covering the whole of the Wiltshire Council area or to keep the four zones covering north, south, east and west?

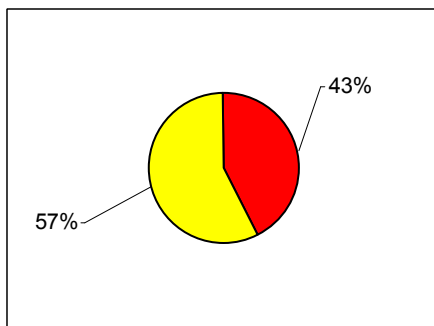
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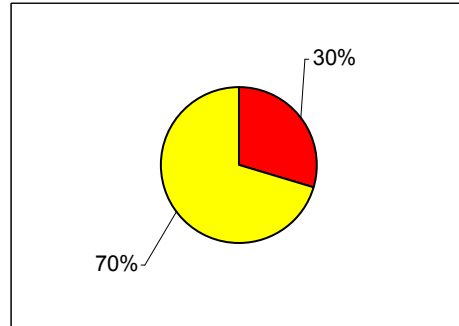
East Hub



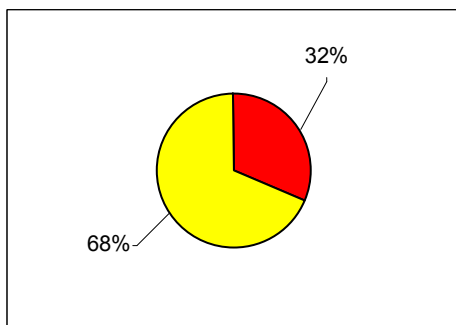
North Hub



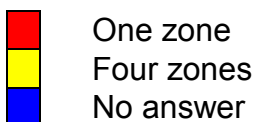
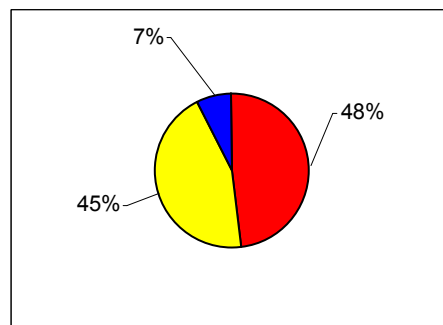
West Hub



Total (Four Hubs)



Members of Public



CONSULTATION - SURVEY QUESTIONNAIRE

6.0 SURVEY QUESTION – TARIFFS

- 6.0.1 *Currently there are different tariffs operating in each of the four zones in the Wiltshire Council area. It is proposed that there should only be one tariff scheme adopted which would operate across the whole of the Wiltshire council area? Do you agree with the proposed tariffs?*

6.1 BACKGROUND

- 6.1.1 Local Authorities have the power to set and vary fares (tariffs) for hackney carriages subject to certain advertising requirements. In Wiltshire the four legacy authorities (North Wiltshire, Salisbury District Council, Kennet District Council and West Wiltshire District Council) imposed four different tables of fares. The table is a maximum fare and this means the maximum fare for each journey must be displayed on the meter and the driver can charge any fare up to the maximum fare displayed but not exceed it.
- 6.1.2 Private Hire and Taxi Monthly is the official publication for the National Private Hire Association and contains the national league of taxi tariffs for 380 local authorities. This is based on the first and second tariff charged by each local authority.

The four legacy authorities, (four zones) occupy the following positions in the league table:

South 49th
West 89th
East 210th
North 236th

Nb. the lowest number reflects the more expensive tariff

It has been estimated that the proposed tariff will occupy a position of 32nd in the national league table.

6.2 RESULTS

6.2.1 Survey Questionnaire

See figure 6. Two of the zones responses, namely East (53%) and West (57%) are not in favour of the tariff proposed. Over all 59% of the trade responses are in favour of the tariff whilst 41% are not. The public responses (71%) are in favour of the proposed tariff.

6.2.2 Trade Meetings

With regard to the proposed tariff the direct face to face response from the trade at the meetings can be summarised as follows

Trade Meeting responses regarding Tariffs	
South 45 attendees	<ol style="list-style-type: none"> 1. The trade did not want 6 tariffs (a multi tariff) and wished to retain 3 tariffs with the “extras” facility 2. The trade felt the new multiple tariff would confuse existing customers 3. The majority of the attendees were Hackney Carriage holders.
East 20 attendees	<ol style="list-style-type: none"> 1. The trade felt there should be different rates for different hubs
North 35 attendees	<ol style="list-style-type: none"> 1. Requested 50% fare increase for more than 4 passengers 2. Requested an extra tariff for unsocial hours ie Bank holidays
West 56 attendees	<ol style="list-style-type: none"> 1. Requested 50% fare increase for more than 4 passengers 2. Requested an extra tariff for unsocial hours ie bank holidays

6.2.3 Survey Questionnaire Comments

No. of adverse comments regarding the proposed tariff	
South	15
East	0
North	11
West	7

The specific comments to the consultation questionnaire can be viewed in the Members’ room.

6.3 IMPLICATIONS and CONCLUSIONS

6.3.1 Although the total number of responses from both taxi and private hire drivers appear to support the tariff proposed, further analysis and direct consultation with the taxi trade has revealed that this is not the case for a number of reasons:

- a. The responses from the hackney carriage licence holders cannot be separated from the private hire or dual badge licence holders who are not bound by the maximum table of fares and therefore whose responses may skew the results.
- b. Legal position- The local authority cannot legally impose a district-wide fare structure in different zones and any fare increases must be treated on a zone basis
- c. There is clearly a considerable difference in the range of the four hubs' tariffs in the national league, which reflect the variation in locality and demand (ie rural/city/tourism/night time economy)
- d. The trade were not given a choice of tariff structures.
- e. During all four meetings with the trade it became apparent the trade representees are opposed to the proposed tariff for a number of different reasons.

6.4 RECOMMENDATIONS

6.4.1 The Licensing Committee is recommended to retain the four different existing tariffs for the time being with the harmonised conditions, enforcement and administrative arrangements. Further consultation is required to develop a way forward on the tariffs.

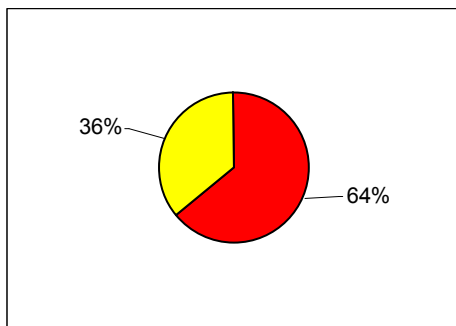
SURVEY QUESTIONNAIRE

Figure 6

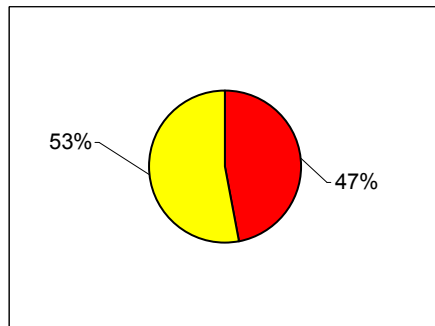
Tariffs

Currently there are different tariffs operating in each of the four zones in the Wiltshire Council area. It is proposed that there should be only one tariff scheme adopted which would operate across the whole of the Wiltshire Council area.

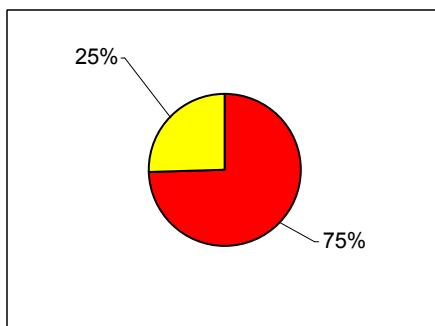
South Hub



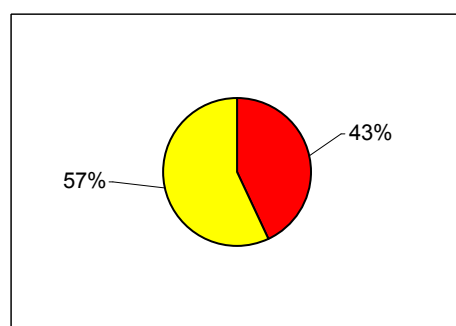
East Hub



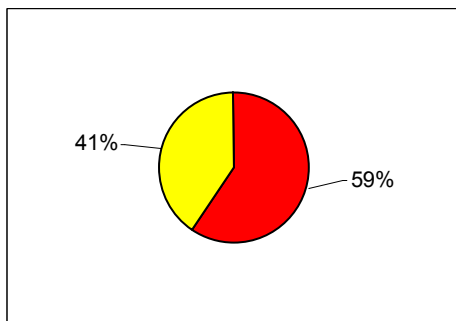
North Hub



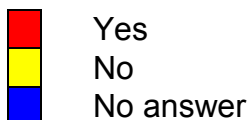
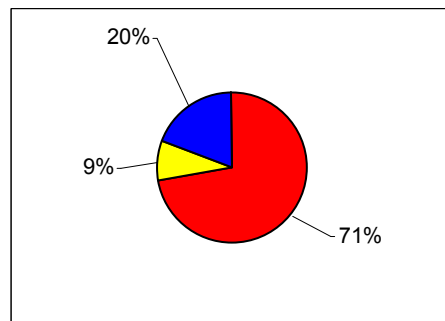
West Hub



Total (Four Hubs)



Members of Public



CONSULTATION - SURVEY QUESTIONNAIRE

7.0 SURVEY QUESTION – PROPOSED IMPLEMENTATION DATE

- 7.0.1 *Currently there are a numerous different terms and conditions across the Wiltshire Council area. When would you want the new conditions to be implemented?*

7.1 BACKGROUND

- 7.1.1 The survey included three options for introducing the proposed changes, 1st April 2010, 1st October 2010 and the 1st April 2011. Due to staffing shortages intrinsically linked to the process of harmonisation it was not possible to finalise the proposed conditions in time to meet the implementation date of the 1st April 2010.

7.2 RESULTS

- 7.2.1 See figure 7. There is no overwhelming response from the trade as a whole in favour of any particular date of three dates proposed. However it is noted that East and West hubs, 61% and 53%, respectively, are in favour of implementing the changes on the 1st April 2011.

47% of responses from the public are in favour of implementing the changes by the 1st October 2010.

7.3 CONCLUSIONS

- 7.3.1 It is difficult to fully interpret the statistical data obtained since the initial proposed date of the 1st April 2009 has now lapsed. The proposed date of implementation should be considered in conjunction with the actual details of the conditions to be adopted and their likely impact on the trade.

7.4 RECOMMENDATIONS

- 7.4.1 The Licensing Committee is recommended to agree an implementation date of 1st October 2010 with the exception of tariffs and wheelchair accessible vehicles.

SURVEY QUESTIONNAIRE

Figure 7

Proposed implementation date

Currently there are numerous different terms and conditions across the Wiltshire Council area. When would you want the new conditions to be implemented?

