

APPENDIX ONE

In what capacity are you responding? - Capacity - Member of the Public	Do you propose any new additions to this policy? - additions?	Do you propose any amendments to this policy? - Please provide details below.
1.	Left Blank	Left Blank
2. Licence Holder	No	No
3. Licence Holder	No	No
4. Licence Holder	No	No
5. Left Blank	Left Blank	Left Blank
6. Licence Holder	Left Blank	Left Blank
7. Licence Holder	No	No
8. Licence Holder	When new applicants apply for a license and they have cautions/ convictions on their DBS they should be given a probation period rather than being completely refused. Obviously not if the convictions are for serious crimes but I have known individuals to have lesser crimes on their DBS and they have ben refused a license immediately and have to appeal. This just doesn't seem fair. The individual should be interviewed by officers and at least be offered a trial period of 6 months or so.	Licensed vehicles (hackney & private hire) should be allowed to use all bus lanes (including new estate in Marston/ Barton). There are serious issues with LTNs as it is and customers are paying more and this is purely to do with LTN's.
9. Licence Holder	N/A	No
10. Licence Holder	Left Blank	Left Blank
11. Licence Holder	No	No
12. Member of the Public	Yes, please provide better enforcement as am sick of vehicles mounting pavements putting pedestrians at risk or obstructing cycle lanes. Taxis should obey normal rules of the road. There should be drop off points in car parks or outside main supermarkets. Not okay that double lines used. People (unless special need re disability) should consider need to walk to meet taxi not have taxi pick them up anywhere. In the modern age environmental and safety concerns do matter. Too often taxis park in unsafe places and idle engines. It is time for these practices to be overhauled and taxis to not put people at risk as much as they	See points made above. Taxis driver licensing should include environmental education and awareness training.

	do (both re unsafe parking that obscures vision, makes people breathe in unpleasant fumes, causes traffic hold-ups, puts cyclists at risk when blocked cycle lanes etc)	
13. Member of the Public	I would like to register here that I no longer feel safe using registered Hackney taxis from the station after I was interrogated intrusively about my sex life by a driver 2 years ago in a registered taxi. I was out for the first time without my young baby and the experience left me in tears. I was in a state of shock and did not get his details. I support any measures which will minimise this sort of behaviour from a tiny minority of drivers. It is such a shame because there have been so many good drivers but traumatic experiences like the above make women on their own feel unsafe to use taxis. Please ensure there is a policy and training on how drivers should deal with single women and how it is utterly unacceptable to start discussing sex.	
14. Licence Holder	No	No
15. Member of the Public	Taxi drivers spend a lot of time on the road, including in areas/routes forbidden to most motor traffic. As such, they should be held to higher standards than most drivers -- similar to the CPC that bus/HGV drivers need to renew every 5 years. They should also be more alert to vulnerable road users (taking the Bikeability course, where possible) and the risks posed by idling/waiting/parking in inappropriate spots.	
16. Member of the Public	Drivers of HCs and PHVs should be required to take a cycle awareness training course, and	

	<p>perhaps even to have cycle training themselves. Most drivers are, from dint of experience in Oxford if nothing else, reasonably good, but a sizeable fraction of licensed drivers behave in completely inappropriate ways around people cycling. This includes close-passing cycles (often at much less than the 1.5m the highways code requires even at low speeds), aggression against people cycling in primary position (including on roads which are manifestly too narrow for safe overtaking, such as Warneford Lane and Howard St), intrusion into cycle boxes, stopping on cycle lanes or in locations that block visibility and endanger people walking or cycling.</p> <p>This could be combined with awareness training on other issues: e.g. not idling engines, being particularly careful around schools, not parking on pavements, etc.</p>	
<p>17. Member of the Public</p>	<p>I'd like to suggest that in Oxford taxi drivers should be required to take and pass level 2 of the BikeAbility cycle training as compulsory training before getting a licence to drive in Oxford. With the city and county council moving towards reducing private vehicle traffic use in the city and wishing to see an increase in the number of people cycling I feel that it is important that taxi drivers are much more aware of how it feels to be cycling on the road. Most especially as it is likely there will be more areas where taxis and cycles will share the road.</p> <p>Currently taxis will often drive towards a cycle and stop in</p>	

	<p>front of them on the "wrong" side of the road, or overtake a cycle and then stop in front. They also tend to mount the pavement to park off the road which leaves a person cycling having to overtake. They often come too close to people cycling or drive too fast past.</p> <p>Taxis should not on any account park on pavements. Pavements are for pedestrians, or shared pavements are for people walking and cycling - both are vulnerable members of the traveling public and should not be endangered in this way by taxis who should be providing a public service without endangering other users.</p>	
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