

Annex 3

Driver Training Policy – Summary of City of York Consultation Responses

	Advanced Practical Driving Assessment			English Test ESOL Entry 3			Local Knowledge Test			Regulatory Framework			Professional Standards			Safeguarding Training		
	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered
York	115	8	1	122	2	0	108	16	0	107	16	1	107	17	0	105	17	2

	Equality/Disability Training			Practical Wheelchair Assessment			90% Pass Rate			Refresher Training for Existing Drivers		
	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered
York	102	21	1	116	7	1	100	24	0	74	47	3

	Represents a majority of the number of responses in favour of the proposal
	Represents a majority of the number of responses against the proposal

Consultation Comments

Ref :	Comments	Officer Comments
1	Refresher training every 5 years	Refresher training is in line with licence renewal which is every 3 years
2	To much red tape – local knowledge test to server – 90% to server,	It is important that new driver applicants complete and pass training. Knowing the local knowledge of a city like York is very important due to our visitor base and pedestrian zone.
3	Language and understanding oral assessment 1-1 test – all drivers should be police checked,	We are introducing as English test. DBS checks are carried out on all new driver applicants, and the existing trade.
4	Refresher training is insulting to most people; you don't do refresher courses to be a builder, mechanic, plumber, etc. If you do it is paid for by the employer. Self employed people are independent this is an infringement on a persons human and consumer rights.	Taxi and private hire drivers transport vulnerable customers. Refresher training is important to keep drivers abreast of the best practice approach to being a driver, so that they are aware of equability related issues and customer needs. This helps safeguard the driver as well as the passenger.

5	Refresher training only if driver has had a substantial complaint against them – knowledge test is now Mickey take – tested every 3 years is an insult.	As stated in point 4 above. Existing drivers will be expected to attend refresher training every 3 years; they will not be a test.
6	Pass rate to high 60/70% - refresher training is used to maintain standards, if same pass rate as new drivers and licence suspension on failure.	The pass rate for each module has been set at 80%; apart from the local knowledge test which will be 90% for York, as detailed above this is due to our visitor base and the pedestrian zone. Refresher training will maintain standards; there is no test for the refresher training.
7	Advance practical driving no doubt additional expense for already struggling driver – refresher training its just another opportunity to take money off drivers.	It is already a requirement that new driver applicants must pass the advance practical driving assessment. The free for refresher training will be set at a cost recovery level.
8	Practical wheelchair assessment if they drive a WAV they should already know.	It is already a requirement that new driver applicants must pass the practical wheelchair assessment.

Responses were also received that did not relate to this consultation and are therefore not included within these comments.

Driver Training Policy – West Yorkshire & York Summary of Consultation Responses

	Equality/Disability Training			Practical Wheelchair Assessment			90% Pass Rate			Refresher Training for Existing Drivers		
	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered	Agree	Disagree	Not Answered
Calderdale	130	71	4	153	49	3	87	115	3	89	114	2
Kirklees	120	38	3	124	34	3	75	83	3	70	91	0
Leeds	786	103	0	790	99	0	625	264	0	307	582	0
Wakefield	23	22	0	32	13	0	10	35	0	7	38	0
York	102	21	1	116	7	1	100	24	0	74	47	3
Combined Results	1161	255	8	1215	202	7	897	521	6	547	872	5

	Represents a majority of the number of responses in favour of the proposal
	Represents a majority of the number of responses against the proposal

Summary of respondents

	Calderdale	Kirklees	Leeds	Wakefield	York
Total Number of Responses	205	176	899	45	124
Type:					
A licensed driver	117	95	-	34	68
A licensed private hire operator	10	14	-	2	7
A licensed vehicle proprietor	2	3	-	0	21
A member of the public	70	59	61	7	3
A licensed driver/a proprietor	-	-	-	-	16
A licensed driver/private hire operator	-	-	-	-	2
A licensed driver/a proprietor/private hire operator	-	-	778	-	1
Other	5	5	59	2	-
Not specified	1	-	1	-	6