

20 JAN 2020

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DATE.....

Dear Licensing

In response to the proposed amendments to the Hackney Carriage and Private Hire Licensing Policy.

1. New vehicle licences

A 4 year vehicle age policy is a bit steep considering how expensive cars are these days, older vehicles should be allowed to be licensed as long as they meet EURO 6 emission standards due to technology out there that can lower emissions drastically.

As the policy states at this present moment EURO 5 for passenger cars and EURO 4 for commercial vehicles why cant it be upgraded to EURO 6 for passengers cars and EURO 5 for commercial vehicles due to the huge difference in cost of commercial vehicles.

2. Existing Vehicles

If a vehicle is fit for purpose and is tested 3-4 times per year surely they are safer than most other vehicles on the road, Northumberland have probably one of the safest taxi fleets in the UK due to strict testing and more than just an annual test. EURO 5 standard was only brought in in April 2017 if this policy amendment goes ahead there will be people who will still have outstanding finance and unable to use their vehicles some vehicles were purchased over a longer period due to higher costs.

This could cause a huge amount of financial strain on an already strained trade leading to stress, anxiety and depression the LA needs to bare this in mind when adding huge financial burdens onto drivers & operators.

Allow vehicles already licensed to stay on as nearly all drivers and operators replace their vehicles when required. Northumberland does not have a bad taxi fleet due to the amount of testing and enforcement we have but we can still all do our bit for the environment at the same time.

Other counties have age limits but not as extreme as off at 8 year old even Transport for London our capital city are reducing theirs from 15 yrs gradually down to 12 ,BUT if you licence a EURO 6 you get the 15 years again .

3. The cost of wheelchair accessible vehicles is astronomical and this must be taken into consideration bring in a EURO 5 for new licences but allow longer to run due to cost as no one will

buy any and Northumberland will never meet its criteria for Disability Transport for the public of the county.

4. Electric vehicles should be exempt from costs of licencing to encourage them in the future the infrastructure is not anywhere where it should be for them to be a viable option yet, but should not be exempt from the age limits as they still have all of the same running gear and can wear out the same as any other car we don't have enough information yet as they have not been tested enough to say they should be exempt as for the emission side of the electric vehicle research is way off what it should be to say they are zero emissions.

**In short**

Vehicles that are more than fit for purpose will be removed and will have to be disposed of (not great for the environment)

Vehicles still on finance removed.

Drivers working more hours to buy BRAND new vehicles to get the full length of life {8 years }

Jobs lost as not everyone can buy BRAND new or under 4 years old still in excess for £15,000 for cars and £30,000 for commercial.

Consideration needs to be given to mental health as the strain this will cause could cause anxiety, depression and other health issues these need to be highly considered.

Other job losses within the trade not just drivers i.e. office staff, mechanics, passenger assistant's due to paying huge amounts of finance .

If we are to reduce our carbon footprint this can be done in other ways not putting the huge financial burden on this trade alone vehicles can be adapted to reduce the emission output these must be considered.

Name .....>

Signed .....>

**Target Taxi**

<b>Name</b>	<b>Address</b>	<b>Licence</b>
Mr Robert Robson Graham Montgomery	6 Melrose Avenue, Bedlington, NE22 5LJ	BV1709 PH288
Mrs Kerry Ann Reed	5 Kettering Place, Eastfield Dale, Cramlington, NE23 2XP	BV1453 PH841
Mr Alan Lydon	90 Chesterhill, Collingwood Grange, Cramlington, NE23 6JW	BV144 PH231
Miss Mary Willshire	11 Eastview Avenue, Cramlington, NE23 1DY	
Mr Michael Darren Armstrong	35 Humford Green, Blyth, NE24 4LY	BV2038 PH1298
Mr Kevin Ridley	185 Gladstone Street, Blyth, NE24 1HY	
Mr Anthony John Aves	66 Ceteran Way, Collingwood Grange, Cramlington	PH1663
Mr William George Fairbairn	14 Northumberland Avenue, Bedlington, NE22 6DL	BV2416
Cramlington Tyres & Repairs		
Ms Helen Marshall	164 Gladstone Street, Blyth	
Mr Robert William Thompson	30 Esher Place, Cramlington, NE23 8JH	BV1295 PH729
Mr Marc Fremlin	14 Chestnut Avenue, Blyth, NE24 1RF	BV2400
Joanne Piriz	18 Hastings Terrace, Shankhouse	
Mr George Straker	23 Westgreen, Scotland Gate, Choppington,, NE62 5RS	BV2407 PH1723
Vicky Janssen	NE23 8DL	
N A Halliburton	5 Wallasey Drive, The Fairways, Cramlington, NE23 8BY	
Jacqui Hepple	1 Bowman Drive, Dudley, Cramlington	
C Vaughan	9 Allensgreen, Cramlington, NE23 6SE	
Emma Blenkinslop	JPL media Ltd, Newspost Leader	
Mr Norman Imrie	17 Hargrave Court, Blyth, NE24 5TN	PH1064
Ann Wilkins	31 Delamere Cresent, Cramlington, Hartford Dale, Cramlington, NE23 3FY	BV311
Mr Barry Carr	8 Chaffinch Way, Killingworth, Newcastle Upon Tyne, NE12 6TH	BV1605
Rusu Elect	55L South Nelson Industrial Estate, Cramlington	
Signs Express	South Nelson Industrial Estate, Cramlington, NE23 1WF	
Tyne Blinds	Unit 54 D, South Nelson Industrial Estate, Cramlington, NE23 1WF	
Miss Julie Wilson	46 Mayfield Avenue, Mayfield Grange, Cramlington, NE23 2AA	

Thomas Richardson

Mr Josiah Jones	163 Ashington Drive, Stakeford, Choppington, NE62 5AH	WD1946 PH1209
Kerry Knox	28 Manor Court, Newbiggin By the Sea, NE64 6HF	
Mr Mark Young	13 Storey Street, Cramlington, Ne23 6RL	
Mr Wayne Watson	41 Lochcraig Place, Beacon Hill, NE23 8DB	BV2529 PH987
Marie Farmer	3 Old Parish Hall, Dudley lane, Cramlington, NE23 6UW	
Kim Cochrane	90 Chesterhill, Cramlington	
Gordon Taylor	Cat Out of the Bag PR	
Graham Marshall	164 Gladstone Street, Blyth	BV1350
Bill Norris	17 Plessey Avenue, Blyth	BV2531
Jonathan Harbottle	6 Ruabow Close, Barns Pare, Cramlington, NE23 7XG	
John Harbottle	55 Glencore Avenue, Cramlington, NE23 6EH	
	14 Murston Avenue, Cramlington, NE23 3XN	
M Chappol	14 Beech Avenue, Cramlington, NE23 6XS	
Merk Solutions	Unit 57D, South Nelson Road, Cramlington	
V Collins	3 Sea View Park, Cramlington, NE23 2DL	
J Collins	3 Sea View Park, Cramlington, NE23 2DL	
Mr C Horton	32 Hawthorn Villas, Cramlington, Ne23 2AE	
Mrs M Horton	32 Hawthorn Villas, Cramlington, Ne23 2AE	
Wilma Hanson	9 Wilkwood Close, Collingwood Grange, Cramlington	BV2398
Neil Hanson		
Kelly Marshall	12 Robert Street, Blyth, NE24 2HJ	
Mr Dean Fuller	12 Robert Street, Blyth, NE24 2HJ	
Mr S Wilson	Cramlington Car Parts, High Pit Road, Cramlington	
Margaret Ridley	185 Gladstone Street, Blyth, NE24 1HY	
Stuart Samuel Thompson	4 Burnside Avenue, Annitsford, Cramlington, NE23 7AH	BV1629
Paul Armstrong	64 Ridley Street, Cramlington	BV1936
Carl Wrightson	Village Tattoo	
Jodie Harvey	1 Church Street, Headgardener, Cramlington, NE25 6QQ	
Steph Slater	Beacon Store	
Paul E Young	14 Twyford Close, Parkside Grange, Cramlington, NE23 1PH	BV1493

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Thomas Trueman	32 Glencoe Avenue, Cramlington, NE23 6EN	BV2293
Carol Pullen	6 Melrose Way, Felton, NE65 9DY	
Paul Murphy	75 Ashburn Road, Hadrians Park, Wallsend, NE28 9UW	
Paul Willis	64 Henitson Terrace, Gateshead, NE10 9HQ	
Y Jefferos	432 Old Durham Road, Gateshead	
A Cleah	9 Dixon Rise, County Durham, SRD 4HX	
Emma Hamilton	66 Yoden Road, Peterlee, SR8 5JD	
Darl Brown	33 Nortimer Chase, East Hartford, Cramlington, NE23 3ED	
Amanda Scott	19 Hillmeads, Nettlesworth, Durham, DH2 3PU	
Donna Benzie	14 Avondale Terrace, DH3 3ED	
Allan Swan	11 Brook Terrace, Darlington, DL3 6PJ	
Stacey Phillips	7 Cooks Cottages, Ushaw Moor, Durham, DH7 7PH	
MA Carr	9 Sandyford Place, Peiton, DH2 1DH	
Philip Mcviewn	4 Croxdale Gardens, Gateshead	
Stephen Browne	144 Waberville Road, North Shields, NE29 6BL	
Stuart Hood	34 Sussex Gardens, Wallsend, NE28 7AD	
James Davison	1 Eastwood Place, Cramlington	
E Vaughan	9 Allensgreen, Hall Close Green, Cramlington, NE23 6SE	
E Simpson	Philipsons Garden, NE23 2DE	
A Pullen	6 Melrose Way, Felton	
JB Motors	Unit JBI, East Cramlington Industrial Estate, Ne23 6XW	
Kevin Watson	16 Surrey Crescent, Moorside Consett	TD163
Alan Bates	47 Chirdon Crescent, Hexham, Northumberland	TD1058
F Hewitt	6 Cranbrook Drive, Prudhoe, NE42 6QF	TD1043 TD160
Paul Gilmore	14 Cranbrook Drive, Prudhoe, NE42 6QF	TD71
Kevin Gilmore	12 Cranbrook Drive, Prudhoe, NE42 6QF	TD47
L Ayre	3 Cheyne Road, Prudoe, NE42 6PE	TD489
Ian Pogson	9 Nightingale close, Prudoe, NE42 5BX	TD172
George Richard Mordue	17 Lime Grove, Prudhoe, NE42 6PR	TD1016
Mark Mcculloch	21 Bandicar, Blyth	
Mark Smith	145 ..... Avenue, South Shields,	

Thomas Richardson

	NE34 8SG	
Kathryn Alderson	37 Woodside Avenue, Seaton Delaval, NE25 0HN	
L Armstrong	14 North View, Cambois, Blyth	BV2080
R Armstrong	14 North View, Cambois, Blyth	
Gail Hall	15 North View, Cambois, Blyth	
Joanne Mitchell	17 Waverley Avenue, Bedlington, NE225HF	
David Mitchell	17 Waverley Avenue, Bedlington, NE225HF	BV1568
S Miuer	6 Swiftdale Close, Bedlington, NE22 7LF	
Nichola Harrics	25 Mayfield Avenue, Cramlington, NE23 2AB	
Andrew Shaw	40 Langdale Close, Longbenton, NE12 8QY	
Mike White	Coversure Insurance Services, 3 Old Parish Hall, Cramlington, NE23 6UW	
Mel White	11 Castleton, Newcastle, NE2 2HD	
Christopher Smith	11 Eastview Avenue, Cramlington, NE23 1DY	
Kevin Welsh	83 Sixth Avenue, Blyth, NE24 2SX	
Colin Read	2 Ormston Street, East Hartford, NE23 3BE	
Margaret Welsh	53 Winship Street, Newsham, Blyth, NE24 4NH	
James Welsh	53 Winship Street, Newsham, Blyth, NE24 4NH	
ACC	Unit 59A, South Nelson Industrial Estate, Cramlington, NE23 1WE	
Chris Emmerson	Northumbrian Boarings, Unit 54A, South Nelson Industrial Estate, Cramlington, NE23 1WF	
T Wilson	Cramlington Car Parts, High Pit Road, Cramlington	
Joanne Martin	Cramlington Car Parts, High Pit Road, Cramlington	
Sean Robinson	27 Honister Way, Blyth, NE243XE	
S Walker	Tomlea Avenue, Bedlington, NE225NA	
Lorraine Davidson	64 Ridley Street, Klondyke, NE23 6RH	
I Danielson	11 Otterburn Grove, Blyth	
D Elliot	106 Kingsway, Blyth, NE242RU	
A Wennington	18 Otterburn Grove, NE244QP	
Ian Cawthorne	Cramlington Car Parts, High Pit Road, Cramlington	
Adam Birnie	40 Chester Grove, Blyth, NE24 SSJ	
Margart Stephens	87 Thirston Road, Cramlington,	

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	NE23 2BX	
Gemma Birnie	40 Chester Grove, Blyth, NE24 SSJ	
Laura Honey	83 Sixth Avenue, Blyth, NE24 2SX	
Mark Smith	79 Deleval Gardens, Blyth	
J Cox	36 Oxford Avenue, Cramlington	
W Broadley	15 Honister Way, Woodlands Park, Blyth	
A Leddy	192 Plessey Road, Blyth, NE243HZ	
Carol Broadley	15 Honister Way, Woodlands Park, Blyth	
R Allison	3 Walshand Close, Blyth	
Michael Jobson	5 Monkdale Avenue, Blyth, NE244EB	
R Young	24 Rothbury Avenue, Blyth, NE244QT	
J Raffle	12 Nye Beauant House, NE243ED	
William Brennan	24 Barrington Park, Bedlington, NE227BZ	
J Walker	38 Gordon Road, Blyth, NE243EL	
R Gosthart	7 The Croft, Nedderton Village, Bedlington	
G Harland	20 Rothbury Ave, Blyth, NE24 4QT	
Andrew Parfitt	61 Ridley Street, Klandyke, Cramlington, NE236RH	
Kathryn Oliver	61 Ridley Street, Klandyke, Cramlington, NE236RH	
Willis	1 West View, Klandyke, Cramlington	
Kevin Ridley	6 Gladwell Close, Cramlington	
Carly Seddon	Bedlington	
Kelly Miller	Adamsons Coaches, 8 Porlock Court, Northburn Chase, NE233TT	
	Adamsons Coaches, 8 Porlock Court, Northburn Chase, NE233TT	
	Adamsons Coaches, 8 Porlock Court, Northburn Chase, NE233TT	
J L Cox	107 Highburn, Cramlington, NE236BA	Bv1488
Kaymn Cox	107 Highburn, Cramlington, NE236BA	
Steven Dixon	11 Blackthorn Drive, Blyth, NE243XW	
S Hogg	2 West Lea, Bedlington, NE226GX	
Paul Lomas	33 The Oval, Bedlington	
Shelagh Beesley	39 Blackthorn Drive, Woodland Glade, Blyth, N243XW	
Joanne Dixon	11 Blackthorn Drive, Woodland Glade, Blyth, N243XW	
Edward Beesley	39 Blackthorn Drive, Woodland Glade, Blyth, N243XW	

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Victoria Dawling	10 Pembroke Court, Kingston Park	
Russell Lyden	10 Pembroke Court, Kingston Park	
A Lydon	14 Challoners Gardens, Morpeth, NE61 1QP	
Christine Lydon	14 Challoners Gardens, Morpeth, NE61 1QP	
Daniel Reed	6 Kettering Place, NE232XP	
Carole Ann Jardine	21 Hillbrook, High Heworth, NE109XF	
Julie Havenga	Larchwins Fencer Hill Park, Gosforth	
Steven Thompson	10 Brandling Court, John Hogson Close, Felling, GATESHEAD, NE100JR	
T Cochrane	4 Redwood Cresent, Blyth, NE245HY	Bv2040
P Howes	59 Lindsay Avenue, Blyth	
Ann Birch	29 Girton Close, Peterlee, County Durham, SR82NF	
Robert Pratt	7 Hope Avenue, County Durham, SR84ER	
Rob Kennedy	52 Melness Road, NE137RN	
Stacey Stoker	11 Bridge Road, West Cornforth, DL179JL	
Veronica Nicholson	52 ST Johns Estate, Southbrook Hill, NE659RY	
Bronia Ayre	18 Jenifer Grove, High Heaton, NE77QT	
Grace Biwer	18 Jenifer Grove, High Heaton, NE77QT	
Jon Nielse	5 Melrose Avenue, Whitleybay	PH 1832
Sandra Keiling	12 Hartley Avenue, Carlise, CA3GRS	
Richard Batty	Stonebank, Carlise, CA64AW	
David Taylor	52 Southbroom Hill, Morpeth, NE659RY	AD1137
Kayleigh Mccullock	21 Bondicar Terrace, Blyth, NE242JW	
Ronnie Ingledew	Dally Castle House, Hexham, Tarsset	PHD 1408 TD116
Malcolm Wake	7 Second row, Ellington	CM2460
Ken Taylor	12 Northumberland Court, Castlefields, Prudhoe	PHD1472 TD2218



17 2020

15 JAN 2020

15 JAN 2020

Dear

I work for Advanced Taxis in Hexham, We have had a meeting this week with Barry and Michael, and we have talked about the implications of the new policy, I agree to everything in this letter.

I write in response to your letter dated 25<sup>th</sup> October 2019 regarding the consultation period over proposals to ensure all vehicles comply with Euro 6 emissions from 2023. Whilst we agree with the underlying intention to ensure all vehicles comply, the short stipulated time frame does not address the multitude of issues faced and financial impact on small companies like ours.

In order to understand our position regarding this proposal, can I make it abundantly clear from the outset that if these rules are introduced to comply with the outlined dates with no dispensation, it will have a huge detrimental effect on our business. So much so, that we will not be able to continue in our current form after spending years building it up at some financial cost. In a nutshell if we were to comply fully, it would at face value entail buying or replacing twenty one new Euro six compliant vehicles, which as you can understand is prohibitive to a small company and certainly not cost effective to undertake.

We work predominately in the rural west of Northumberland which you will appreciate has its own logistical problems because of the distances covered. As part of our business we currently employ 25 male and female staff on full and part time basis, to fulfil 21 schools contacts for the County Council. These cover Hexham, Allendale, Haltwhistle, Matfen, Kielder and other outlying areas. Those roles offer employment in places where there are not an abundance of jobs, especially in the case of women who find the hours advantageous for their own domestic situations. It is also worth pointing out at this juncture that the vehicles involved are only used during school term times for that purpose and not used as taxis in their down time when they are off the road.

## NEW VEHICLE LICENCES.

Yes we totally agree to all new vehicles being Euro 6 from April 2020 but why introduce a four year age policy? Surely this is about emissions and all such vehicles will undoubtedly pass a MOT test for several years, so why bring in the four year rule? That restriction would make purchasing fleet vehicles prohibitively expensive.

## EXISTING VEHICLES

We should not have an imposed age limit on existing vehicles. I see no arguable reason why this should apply as long as the vehicles are able to pass a MOT and emissions test. If the standard is met I see no need for the vehicle to be replaced. This in itself is recycling, posing the question why should we dispose of roadworthy vehicles?

If however your intention is to proceed along that route, which in my opinion seems wrong and not cost effective to all taxi drivers, then if you intend taking all Euro 3 and 4 vehicles off the road and sticking with Euro 5 the impact on our business will still be significant. It would mean replacing seven vehicles instead of twenty. Taking this into account here is a breakdown of what in actual terms it means for Advanced Taxis.

We would be looking at spending somewhere between £15k and £20k, for light commercial vehicles which if you do the maths is a huge figure merely to achieve the status quo. That is the reality of what you are proposing and on a financial scale out of our reach within three years. Seven school runs each with an individual debt of up to £20k before you pay the driver, fill the tank insure and maintain. Where is the incentive for us as a business?

Your letter dated 25<sup>th</sup> October 2019 puts the whole financial situation into perspective from our standpoint. Two weeks earlier we purchased a 2014 Euro5 compliant vehicle on finance over five years. As you can see, the vehicle is five years old, according to the proposed rules it will have to be replaced one year before it is paid off! You cannot give us three years notice for five years finance. The date of your letter should be the commencement point for the five years prior to introduction, allowing smaller firms time to make the necessary adjustments and financial arrangements in order to comply.

## WHEELCHAIR ACCESSIBLE VEHICLES

I cannot understand why these vehicles have been granted an additional two years, yet existing vehicles have to be disposed of. Surely if we are going down the emissions route the same rules should apply to all. If that were the case a two year dispensation would alleviate the pressure on my business. Because you have capped Hackney badges no doubt this will lead to an increase in wheelchair access vehicles on the road and stop the shortage in the future. Will they get an extension?

## FULLY ELECTRIC AND ZERO OMISSIONS

I agree a fully electric fleet is a good idea for the future but the infrastructure isn't there yet. We work predominantly in a rural setting, some travelling to Kielder and other outlying areas. Presently there are only two charging points in the Wentworth Car Park for the entire area, so a long way to go.

If you wish to discuss any of the issues I have raised please do not hesitate to contact me.

Yours Sincerely

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**Advanced Taxis**

<b>Name</b>	<b>Address</b>	<b>Licence</b>
Shaun Davison	4 Valley View, Hexham, Northumberland	TD2556
Alan Parr	4 Wrens Cottage, Crawcrook, Ryton	TD208
Glyn Leach	100 Wydon Park, Hexham, Northumberland	TD2546
Martin Metodiev	4 Chareway, Hexham, Northumberland	TD2545
Paul Turnbull	3 Burn Close, Haltwhistle, Northumberland	1854
Paul Storey	41 Langley Gardens, Haydon Bridge, Northumberland	TD2233
Stephen Mobbs	15 Dene Close, Ovingham, Northumberland	1806
Matthew Barber	4 Ashwood Road, Hexham, Northumberland	TD2358
Adrian Robinson	4 Ottercops, Prudhoe, Northumberland	TD805
Trevor Potts	52 Newholme Avenue, Haltwhistle, Northumberland	TD2435
Wendy Meade	17 Pennine Road, Halton Lea Gate, Northumberland	TD2412
Christine Reid	13 Kern Green, Stonehaugh, Northumberland	TD2402
Kathleen Roberts	24 Newholme Avenue, Haltwhistle, Northumberland	235
David Bell	7 Douglas Smith Bungalows, Haltwhistle, Northumberland	TD2183
Amanda Weeks	50 Newholme Avenue, Haltwhistle, Northumberland	882
Tanya Stanton	18 Leah Gardens, Eastgate Bank, Mickley, Northumberland	TD987



20 JAN 2020

Rebecca Smith  
21 Castleway  
Pegswood  
Northumberland  
NE61 6XH

Dear Tasmin,

I am writing in response to the proposed amendments to the Hackney Carriage and Private Hire Licensing Policy. I have enclosed a petition with signatures against these proposals which highlights how many companies / owner drivers that are feeling the pressure due to future amendments they may endure.

The Proposals I disagree with:

**New Vehicle Licences.** A 4 year vehicle age policy for all newly licensed vehicles. This is far too drastic for myself and other operators to regularly keep up with. Therefore the progression of my business will suffer as will my customers. I do agree with the EURO 6 emissions but there is new technology that can already reduce emissions which I am looking into.

**Existing Vehicles.** Adopt a maximum 8 year vehicle life  
I do think this will definitely have a negative impact on the taxi trade which is one the most reliant public transport. As vehicles are already exceeding £10,000 financially business's will collapse. This will mean more expense / finance as there will be little time for the vehicle to be on the road. I think this should be highly considered as there has been no endeavours to how much impact this will have.

**Wheelchair Accessible Vehicles.**  
These vehicles can be twice the expense of other vehicles when trying to achieve compliances. This will have a greater amount of pressure and expense.

**Full Electric , Zero Emission.** Vehicles would be exempt.  
These vehicles have the same mechanical equipment to all other vehicles which means they would still have to be replaced and regularly inspected. Based on the period of waiting for charge income could be lost as vehicle is not working.

I am greatly satisfied with my business achievements within the 6 years I have been in this occupation and do feel these proposals will effect my future succession. Please take all this in to consideration before concluding.

Kind Regards

Rebecca Smith

**PETITION - Against new council taxi proposals: From 2023**

















- New vehicles - A 4 year vehicle age policy
- Existing vehicles – Adopt a maximum 8 year vehicle life. Therefore have 3 years from April 2020

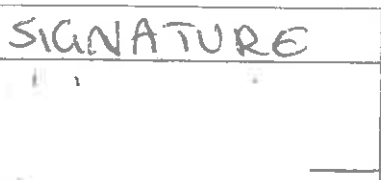












NAME	SIGNATURE	COMPANY	
ELAINE CASIDY		TAYLOR MADE TAXIS	
JOHN RENTLEDGE		Coaster TAXIS	
PHILIP STEARLER		PHIL'S TAXIS.	2 cars
STURNBULL		HIGHWAY TAXIS	
K. JOHNSON		MINNIE CABS HACKNEY	
K. GRAHAM		TAXI-MAX TAXIS	
G. WOOD		GJS TAXIS	
BRIAN JEWERS		PHOENIX	
I. O'S		MISSING	
SAMMI SHARIF		CM 96	
KENNETH MUCKLE		KONSUNY group.	15 cars
KEVIN FOSTER		FOSS'S TAXI	
M. WATKINS		MAC'S TAXIS	8 cars
R. TONER		Pepper's TAXIS	
J. SPENCER		TaylorMade	
TOM ROBINSON		CENTRAL TAXIS	
N. HADLEY		NK CABS	2 cars




**PETITION - Against new council tax proposals: From 2023**

- New vehicles - A 4 year vehicle age policy
- Existing vehicles – Adopt a maximum 8 year vehicle life. Therefore have 3 years from April 2020



NAME	SIGNATURE	COMPANY
John Hulse		TARGET TAXIS
R ELLIOTT		TARGET
H. Cripps		Target
S MANNAN		Target
E HAWKINS		TARGET
A Mawdsley		TARGET
John Eastlake		TARGET
W Humphrey		"
E RANFT		Target
C. MINTO		TARGET
S. MURTS.		TARGET
L. BAIN		TARGET
ALBIR BALIMAN		TARGET
Kevin HARRIS		TARGET
S. WALTON		TARGET
R GRAY		Target

NAME	SIGNATURE	COMPANY
Martin Bean		Martin tax.
R. SA		Ricky's Taxi
JIMMY DEVERA		
S. Oliver		A. Drington
K. MARRISON		KETH'S TAXIS <sup>7 CARS</sup>
D. HOPKINSON		ROGERS TAXIS
KERRY REED		41 CARS TARGET TAXIS
MARTIN REED		TARGET TAXIS.
MALCOLM BIRD		MALCOLM TAXIS
A. SANDOZ		BV74 PRIVATE
A. Burt		A1 TAXIS.
M. KANE		ARN TAXIS.

REBECCA SMITH		BECKZ TAXIS <sup>3 CARS</sup>

**PETITION - Against new council taxi proposals: From 2023**

- New vehicles - A 4 year vehicle age policy
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NAME	SIGNATURE	COMPANY
Jean Adams		Target
A. Musket		"
Gordon Bailey		TARGET
C. Tupper		<del>TARGET</del> <del>RASSOJET</del>
D. Maylor		TARGET TAXIS
H. Lu	"	" "
H. Kaye	"	" "
Joan Humble		" "
Muriel Hogg		" "
P. J. Marshall		" "
Shirley May Robertson		Target Taxis
Alex Flynn		Target Taxis
RUTH LERRINGTON	"	" "
S. HORKAN		" "
A. SMITH		" "
C. COLLINS		" "

**PETITION - Against new council tax proposals: From 2023**

- New vehicles - A 4 year vehicle age policy
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NAME	SIGNATURE	COMPANY
N HANSON		Target
W. HANSON		Target
K Smith		Target
H Sturrock		Target
J W GIBSON		Target
J. GIBSON		Target
M. CONNOR		Target
P DUNSDALE		Target
K DUNSDALE		Target
P SHARP		Target
L. CONNOR		Target
A Graham		Target
J. PRIEST		Target
		Target
		Target
		Target
		Target

**PETITION - Against new council tax proposals: From 2023**

- New vehicles - A 4 year vehicle age policy
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NAME	SIGNATURE	COMPANY
L MURFIN		TARGET TAXIS
R TURNER		TARGET TAXIS
Paul Smith		29 marcon D. Hill scotford
Jamie Henton		in support
MURIEL MORLEY		Bolton Place
GROBIA STOREY		Cramlington
DAVID STOREY		CRAMLINGTON
CHRIS PARR		CRAMLINGTON
BILLY MACKAY		CROWN
MANUS WYLIE		CRAMLINGTON
BOB MAXWELL		CRAMLINGTON
LISA WATSON		Blyth
J Watson		Blyth NE24 3EP
J Smith		NE23 6QA
A COWELL		NE23 1HT
J JACKSON		NE23 1EY
E MOORE		NE23 9BU

## PETITION - Against new council tax proposals: From 2023

- New vehicles - A 4 year vehicle age policy
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NAME	SIGNATURE	COMPANY
LIZ CHERRY		6 Brampton Ct.
CHRIS BELL		NE23 8JH
Amy Wilson		NE23 8JH
Nathan Hooper		NE23 8DY
Sam Eagles		NE23 8DY
John Snow		NE23 8JH
MELISSA GALEA		ISS
Sharon Cheeman		ISS
Emily Harbottle		ISS
Joice Harbottle		ISS
Carly Harbottle		ISS
Anna Whitford		<del>Red</del> NE236XA
MICK FAIRLOUGH		NE236NE
Hayley Cripps		Ne 2 3 11f

## PETITION - Against new council tax proposals: From 2023

- New vehicles - A 4 year vehicle age policy
- Existing vehicles – Adopt a maximum 8 year vehicle life. Therefore have 3 years from April 2020

NAME	SIGNATURE	COMPANY
Graham Vowles		249, NEWSHAM ROAD BLUTH
Amanda Thirkwell		249, NEWSHAM ROAD Bluth
Elizabeth Armstrong		15, BRICETE SQ CRANLINGTON ASHINGTON
Keith Jennings		TARIS
B. MATTOCKS		4, KIDAN CLOSE ASHINGTON
J Kindley		21 Caverish schs Ashington
M BANKS		N.C.E.A.
D HINDRUSH		PHOENIX
E Procter		PHOENIX
S. Allan		Phoenix
J. HEPPLE		TARGET
D BIRD		PRIMEA
Sharon Patters		PREMIER
G Wilkinson		Parent Sarah Wade
D. Wade		Parent Sarah Wade
R. Wilkinson		Sarah Wade

PETITION - Against new council tax proposals: From 2023

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NAME	SIGNATURE	COMPANY
JULIA LYNN		TYNE BLINDS LTD
CHRIS EMMERSON		NORTHUMBRIAN SPRINGS
DEBBIE MOODY		NE242 TT.
KATIE LOGAN		TAXI USER
KERRI LOGAN		TAXI USER
DARREN MAQUIRE		Taxi user.
HEATHER LOGAN		TAXI USER
NIGEL FERRELL		TAXI USER
Jean Burns		PSI OFF
DAVID CULHAM		CADAR TAXI
MICHAEL COUSINE		NE23 6JT
KAREN WYKE		TAXI USER
MAXINE YOUNG		NE23 8DJ
AGNES GRANT		NE24 4UF
I-L Hoke		PHOENIX
M. P.		3J



## PETITION - Against new council tax proposals: From 2023

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NAME	SIGNATURE	COMPANY
DAN LYCETT	[Signature]	TRIPLE J.
LESLEY WHITE	[Signature]	TARGET
SHARON WALKER	[Signature]	TARGET
ANNE THOMPSON	[Signature]	NCEA.
PETER BALMER	[Signature]	PHOENIX
KELLY BURGESS	[Signature]	" _ "
JACK BRIGGS	[Signature]	Phoenix
LESLEY JACKSON	[Signature]	Phoenix
Barry Lynch	[Signature]	Tyne Blinds
Ashleigh Lynch	[Signature]	Tyne Blinds
Craig Jardine	[Signature]	Northumbrian Bearings
GARY BUCH.	[Signature]	RUCH ELECT.
JONATHAN HARBOTTE	[Signature]	INDUSTRIAL SUPPLY SPECIALISTS
JOHN HARBOTTE	[Signature]	ISS LTD
Richard Owen	[Signature]	ISS LTD.
M. CHAPPEL	[Signature]	ISS LTD.

PETITION - Against new council tax proposals: From 2023

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NAME	SIGNATURE	COMPANY
Jodie Harvey		Headgardener
JAMIE WHITTAKER		NE23 7SW
Sarah Liddle		NE23 7QL
A Anderson		NE23 3UT
D ANDERSON		NE23 6AW
DJWHITE		NE23 6TS
B Maxwell		Crown NE23 8JG
T HUNTER		Crown
M Sharkey		Taxi USER
e Fortb		PHoenix
S King		Crown
Kerry O'Neill		TAXI USER
Jackie Dobson		Taxi USER
Lauren Dobson		Taxi USER
JAMIE RACKHAM		Taxi Crown <del>USER</del>
TONY DUFFY		Vehicle Repairs



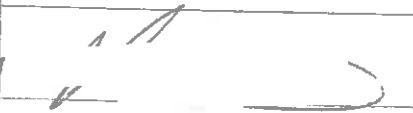









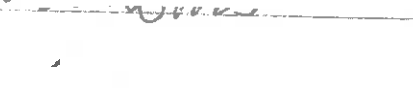


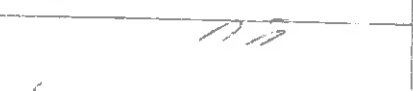








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NAME	SIGNATURE	COMPANY
KEVIN ANDREW RIDLEY		TARGET TAXIS
HELEN MARSHALL		TARGET TAXIS
Rob Montgomery		TARGET TAXIS
Alan Lyden		TARGET TAXIS
Mary Wushine		Target TAXIS
Rob Thompson		TARGET TAXIS
M.D. ARMSTRONG		TARGET TAXIS
Will Fairbairn		TARGET TAXIS
Mare Freeman		Target TAXIS
WILLIAM NORRIS		Target TAXIS
GRAHAM MARSHALL		" "
ORVILLE PARKER		ROYAL MAIL POSTMAN
JOHN BARNES		TYNE BLINDS
IAN CORRIE		TYNE BLINDS
PAUL ARMSTRONG		TARGET TAXIS
IAN ARMSTRONG		Target taxis

**PETITION - Against new council tax proposals: From 2023**

















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NAME	SIGNATURE	COMPANY
A. Hills	[Signature]	Klowdyke
G GEACH	[Signature]	CRAMLINGTON
S. WRIGHT	[Signature]	CRAMLINGTON
R ROWIE	[Signature]	"
R Burgess	[Signature]	Bassington Manor
S. Burgess	[Signature]	Bassington Manor
Dickson	[Signature]	BEACON LANE
Scotty	[Signature]	nelson
J. LAMB	[Signature]	BEACON Hill
J. ALAN	[Signature]	BASSINGTON MANOR
B B YENIE	[Signature]	Lord of the Manor
M BYRWE	[Signature]	Lord of the Manor
P. ANDERSON	[Signature]	CHERRYHILL
ELL	[Signature]	Lenner
KAVIN	[Signature]	Lane
JASON SKIPPON	[Signature]	LANE




## PETITION - Against new council taxi proposals: From 2023

- New vehicles - A 4 year vehicle age policy
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NAME	SIGNATURE	COMPANY
Georgia Cartwright		Dudley.
Connor Hynes		Cranington
MANSEL WATSON		NELSON WELFARE CLUBS.
CHRIS YOUNG.		CYR.
TOM YOUNG		NE27 OQF.
D MORE		NE23 IEZ
S Foster		NE23 6 LE
M. AUSTIN		NELSON VILLAGE
K DERRICK		NELSON VILLAGE
RA Burdess		NELSON VILLAGE
C Burdess		MELING ROAD CRANINGTON
P. SAMM		MIDG
G HOGG		NELSON VILLAGE
C BRADON		EAST HARTFORD
L CRONE		NE23 3ED
J. ROBSON		WE23 3BG

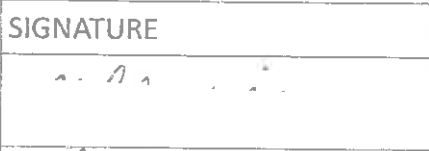






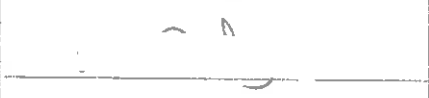

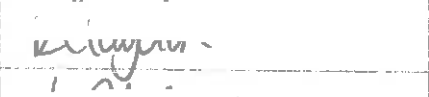
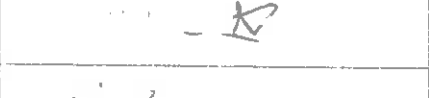
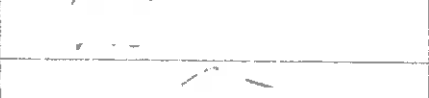



**PETITION - Against new council tax proposals: From 2023**

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NAME	SIGNATURE	COMPANY
Mike White		Coverstone Insurance Services (Cramlington)
Jackie Grant	NA	"
Mark Young	"	"
Kerry Knox	"	"
LEOLET HARDY	"	"
MARK HARDY	"	MARK HARDY MORTGAGE ADVISOR
GORDON TAYLOR	"	CAT OUT OF THE BAG PR
NORMAN EMAL	"	TARGET
BRITGIBBY	"	CRAMLINGTON TYRES + DEPTON
Anthony Aves	"	Target Tax.
Immationkintp	"	IPINEXUS Ltd.
D Mitchell	"	TARGET TAXIS
A GREAVES	"	SIGNS EXPRESS.
C. VAUGHAN	"	TARGET TAXIS
A. WILKINS	"	TARGET TAXIS
L RITCHIE	"	ACC.











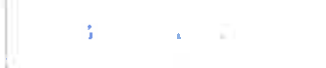





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NAME	SIGNATURE	COMPANY
CHERYL MAZZIE		BETFRED
JADE SHAW		TAXI USER.
Susan Brown		ATG MARSHAM OPTOM. ↓
NICOLA CUMMING		"
KIRSTY CHRISTOPHER		VILLAGE DENTISTS.
Gemma Lowe		village dentists
Kayleigh Jeffrey		village dentist
J.G RIDLEY		TAXI USER
J SHIEBER		TAXI USER
Kirsten Claydon		The Headgardener
L. HUTCHINSON		THE VILLAGE VETS
J. BROWN		TAXI USER.
C EVANS		TAXI USER
R EVANS		TAXI USER
R. MASON		TAXI USER

**PETITION - Against new council tax proposals: From 2023**

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NAME	SIGNATURE	COMPANY
MRS. R. ARMSTRONG		TAXI USER
MR G. ARMSTRONG		TAXI USER
MR S. DIXON		NELSON VILLAGE
MR D HAASE		NELSON VILLAGE
MR M DAY		NELSON VILLAGE
MR. J ASHURST		" "
M RD WILKINSON		" "
S Hutcheson		" "
K. Hutcheson		" "
B HUNTER		1 Clonduke Storey St.
Hutcheson		Wickwood 136 Cremlington
F. GARRETT		NELSON VILLAGE
T O'BRIEN		NELSON VILLAGE
IAN HAMILTON		"
ROBBIE WHITE		NELSON VILLAGE
J. WHITE		NELSON VILLAGE

**PETITION - Against new council tax proposals: From 2023**



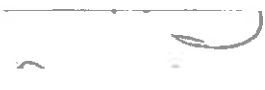








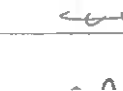

- New vehicles - A 4 year vehicle age policy
- Existing vehicles – Adopt a maximum 8 year vehicle life. Therefore have 3 years from April 2020

NAME	SIGNATURE	COMPANY
M H Charlton		TAXI USER
PETOUSE		" "
J CARRECH		" "
MRS. W. A. HOWARTH		" "
Ms M. P. MILLER		" "
K. MILLER		" "
RYAN ALLISON		" "
J F MURPHY		" "
Vickie brown		" "
S. HORKAN		" "
JH PARKER		" "
A THOMPSON		" "
M. STANDING		" "
C WATSON		TAXI USER
JAMES FRID		" "
V VONNE FRYER		" "
A Strong		" "
N Young		" "
G A Noble		" "
Mr J Young		" "



**PETITION - Against new council tax proposals: From 2023**

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NAME	SIGNATURE	COMPANY
Lyndsey Irving		TARGET
Lucy Irving		TARGET
LINDA DAVIDSON		Target
DORIS CONROY		Target
JEAN JENNINGS		Target
VICKI WILSON		TARGET
PAUL RIDDELL		Target
FEARSTE		Target
MANDY WILKINSON		TARGET
AUDITH BROWN		Tax user
L EWANS		TARGET USER
JOYCE PRIEST		TARGET USER
S F MURPHY		TARGET TAXS









Ken Taylor  
KT TAXIS  
12 Northumberland Court  
Prudhoe. NE42 5FN

14<sup>th</sup> January 2020

Dear Head of Licensing

In response to the proposed amendments to the Hackney Carriage and Private Hire Licensing Policy relating to New Age Restrictions of Vehicles

#### 1. New vehicle licences

A 4 year vehicle age policy is a bit steep considering how expensive cars are these days, older vehicles should be allowed to be licensed as long as they meet EURO 6 emission standards due to technology out there that can lower emissions drastically.

As the policy states at this present moment EURO 5 for passenger cars and EURO 4 for commercial vehicles why cant it be upgraded to EURO 6 for passengers cars and EURO 5 for commercial vehicles due to the huge difference in cost of commercial vehicles.

#### 2. Existing Vehicles

If a vehicle is fit for purpose and is tested 2 - 3 times per year surely they are safer than most other vehicles on the road , Northumberland have probably one of the safest taxi fleets in the UK due to strict testing and more than just an annual test. EURO 5 standard was only brought in in April 2017 if this policy amendment goes ahead there will be people who will still have outstanding finance and unable to use their vehicles some vehicles were purchased over a longer period due to higher costs.

This could cause a huge amount of financial strain on an already strained trade leading to stress, anxiety and depression the LA needs to bare this in mind when adding huge financial burdens onto drivers & operators.

Allow vehicles already licensed to stay on as nearly all drivers and operators replace their vehicles when required. Northumberland does not have a bad taxi fleet due to the amount of testing and enforcement we have but we can still all do our bit for the environment at the same time.

Other counties have age limits but not as extreme as off at 8 year old even Transport for London our capital city are reducing theirs from 15 yrs gradually down to 12 ,BUT if you licence a EURO 6 you get the 15 years again .

3. The cost of wheelchair accessible vehicles is astronomical and this must be taken into consideration bring in a EURO 5 for new licences but allow longer to run due to cost as no one will buy any and Northumberland will never meet its criteria for Disability Transport for the public of the county.

4. Electric vehicles should be exempt from costs of licencing to encourage them in the future the infrastructure is not anywhere where it should be for them to be a viable option yet, but should not

be exempt from the age limits as they still have all of the same running gear and can wear out the same as any other car we don't have enough information yet as they have not been tested enough to say they should be exempt as for the emission side of the electric vehicle research is way off what it should be to say they are zero emissions.

5. Based on the proposed plans for age restrictions for both new and existing taxi vehicles I feel that Northumberland County Council are now about to force drivers to change existing vehicles and put huge financial burden on them if they implement these proposed plans. This will be both detrimental to taxi owners and the taxi services offered in the Northumberland County Council area.

I feel Northumberland County Council's proposals will prevent Taxi owners to earn a living wage and I am currently in the process of taking legal advice on the matter, as we are being prevented to earn a living.

I have also made Mr Guy Opperman my local Member of Parliament aware of the councils proposed plans and he is scheduling a meeting with him to discuss the matter in detail.

#### **In short**

Vehicles that are more than fit for purpose will be removed and will have to be disposed of (not great for the environment)

Vehicles still on finance removed.

Drivers working more hours to buy BRAND new vehicles to get the full length of life (8 years )

Jobs lost as not everyone can buy BRAND new or under 4 years old still in excess for £15,000 for cars and £30,000 for commercial.

Consideration needs to be given to mental health as the strain this will cause could cause anxiety, depression and other health issues these need to be highly considered.

Other job losses within the trade not just drivers i.e. office staff, mechanics, passenger assistant's due to paying huge amounts of finance .

If we are to reduce our carbon footprint this can be done in other ways not putting the huge financial burden on this trade alone vehicles can be adapted to reduce the emission output these must be considered.

If the councils proposals go ahead then it will eventually reduce the number of legally licenced Taxis on the roads, which will only increase the numbers of non licenced taxis which are offering their services via social media which is not being policed in any way by the councils.

If these proposals go ahead then the council will be preventing taxi driver/owners in earning a living. We will have no alternative but than to consider legal action against Northumberland County Council.

Ken S Taylor

*K S Taylor*

## Licensing Policy Proposals, formal objection

2 messages

a. >  
to: licensing@northumberland.gov.uk

16 January 2020 at 23:10

Licensing,

I am writing in response to the letter you sent out dated 25th October referring to a proposal for changing policy of Hackney and Private licensed vehicles.

I strongly object to all the proposals put forward.

Here are some points I wish to have considered by the Licensing and Regulatory Committee.

1: Drivers at Hexham simply cannot afford to buy cars which are under 4 years of age constantly.

A snapshot of the current fleet in Hexham shows that the majority of vehicles would need to be removed /replaced as they are too old under the new 8 year max proposal.

And most of the latest vehicles could not have been licensed if the 4 year proposal is implemented.

I am willing to supply NCC with my daily takings to show what a typical driver working 40-50hrs/pw earns. Even financed over 4 years up to the maximum proposed 8 years would be unreasonable and would end the taxi careers of many drivers. Indeed, many have decided just to retire or seek alternative employment if this is implemented. It will certainly have a very negative impact on finances of my young family.

It should be taken into account that many drivers will have taken on finance for vehicles over 5 years and once the vehicle is removed as a taxi by NCC, there will still be 2 further years of finance outstanding.

2. The overall driver numbers at Hexham would be greatly impacted.

Indeed, many drivers have indicated that if introduced, they will retire or leave the business. This would affect the independent drivers who don't use multi drivers in a car.

3. This is not about emissions!!!

A 2015 car will be too old to plate as a taxi. And yet could have euro 6 and have the same or even less emissions than a brand new car.

4. NCC has consistently exceeded its targets for emissions even on the busiest roads in the county as stated on their website. The proposal appears to be a kneejerk reaction without so much as an impact study. There appears to be an overall lack of knowledge about taxi industry by the proposer of the policy. These proposals are not in line with government guidelines.

5. Electric vehicles are not suitable for rural areas. In Hexham there is no infrastructure for numerous charging points and as well as being expensive, electric cars do not have the required range. Ie a battery car with a range of 80 miles could not manage 2 trips to Haltwhistle and back. This proposal is too much, too soon!! It does not allow time for change and demonstrates once again that being environmentally friendly costs money and punishes the people who cant afford to obtain electric vehicles.

6. Not everyone wants to do a school contract. Those who do, will pass on the expense of newer vehicles onto the NCC contracts. Therefore the NCC school transport bill will substantially rise.

7. The range of electric vehicles suitable for taxis is small, especially for multi seater vehicles.

Unfortunately, hybrid vehicles will be affected the same as any other vehicle as they are not zero emissions.

8. This policy update makes no sense!! If an 8 year age limit was applied to vehicles, then why force drivers to buy replacement vehicles under 4 years of age? Why not let them buy vehicles aged 5 or 6 or even 7 years of age? After all, they would be under the age limit of 8.

9. The safety and comfort of passengers is a priority.

Drivers will be inclined to aim for cheaper vehicles which have much less comfort and nowhere near as many safety features as many vehicles from the higher end of the market.

So, although I'm sure most drivers do support looking after the environment, it must be done responsibly and this should not involve Kneejerk action plans which are implemented without a deeper knowledge and understanding.

NCC must be responsible as a licensing authority and not impose hardship on drivers and their families with unreasonable policies.

**Suggestions:**

Following a small amount of research, it would appear that the amount of Euro4 cars being used is a mere handful. Considering that we have not been able to licence such vehicles since changes to the taxi policy in 2016, it can be assumed that these vehicles will not be on finance, therefore the removal of them would have a lesser impact on the owners. However, there should still be a rundown period for the owners of at least 2 years.

Euro5 registered vehicles account for 67% of registered vehicles which are licensed. It would then have a huge impact on the owners of these vehicles and the contracts they carry out. Considering that they can still be bought and licensed today or any time up until the suggested day of implementation of April 2020, it would be fair and reasonable to allow any vehicles which are Euro5 and plated before April 2020 to be licensed for a minimum of 5 years to allow full payment of a 5 year finance deal. Also I would suggest that an age limit of 13 years would be much more appropriate than 8 years. This could apply to all vehicles going forward including Euro6 vehicles but excluding hybrid vehicles and electric vehicles which both have their place in a taxi industry. Northumberland does have rural areas and as such should not be necessarily be confined by the same rules going forward as taxi rules in the city.

I would just add that the idea of vehicles needing to be under 4 years before licensing is a nonsensical idea and cannot be justified by any means if an age limit is brought in.

These ideas are merely suggestions and do not represent the thoughts or ideas of other drivers who may or may not agree with me.

Regards  
Alan Gardener

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**Licensing Mailbox** <licensing@northumberland.gov.uk>  
To: Thomas Richardson <thomas.richardson@northumberland.gov.uk>

17 January 2020 at 08:25

Hi Tommy  
Another for the consultation

Regards

Jane  
Licensing Assistant  
Business Compliance & Public Safety Unit  
Housing and Public Protection Service  
Stakeford Depot  
East View  
Stakeford  
NE62 5TR

01670 623856  
[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)  
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## My Views on New Private and Hackney Licenses from April 2020

2 messages

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**Michael Birkinshaw**

17 January 2020 at 13:48

To: Licensing Mailbox <licensing@northumberland.gov.uk>

Hello,

I hope I'm not too late in expressing my views on the new taxi licenses.

I think having a Euro 6 standard for all taxis is great, but an age restriction might not be so good and will make it more expensive for taxi drivers to purchase their own vehicles.

Some diesel and petrol suppliers offset any carbon emissions for you. I think if drivers can prove they only use suppliers that do this, they should have the same exemptions as full electric vehicles.

Removable taxi badges and allowing taxi vehicles to be used by family members, spouses, partners as personal vehicles would help to reduce emissions and the number of vehicles on our roads.

Thank you for allowing me to express my personal views.

Regards,

Michael Birkinshaw  
Taxi Driver

---

**Licensing Mailbox** <licensing@northumberland.gov.uk>

17 January 2020 at 13:59

To: Thomas Richardson <thomas.richardson@northumberland.gov.uk>

Hi Tommy  
And another one

Jane  
Licensing Assistant  
Business Compliance & Public Safety Unit  
Housing and Public Protection Service  
Stakeford Depot  
East View  
Stakeford  
NE62 5TR

01670 623856  
[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)  
[Quoted text hidden]





Tasmin Hardy  
Licensing Manager  
Business Compliance & Public Safety Unit  
Housing and Public Protection Service  
Northumberland County Council  
Stakeford Depot  
East View  
Stakeford  
NE62 5TR

Our Ref: DBW / BLT  
Your Ref:  
Date: 17 January 2020  
Please ask for: David Wilson

**Sent by email only to:**  
[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)

Dear Miss Hardy,

### **Consultation Response of Blueline Taxis to the Hackney Carriage and Private Hire Licensing Consultation**

As you are aware, I am retained by and act for Blueline Taxis, which remains the largest traditional private hire operator, operating across the eight licensing authority areas of Durham, Gateshead, Hartlepool, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland.

My client's response to the four proposals are as follows:

- 1. New Vehicle Licences: A 4 year vehicle age policy with effect from April 2020 for all newly licensed vehicles. This means the EURO 6 emissions standard applies from April 2020 to all new licences.**

Whilst the Council does not appear to have said why these proposals are being considered, as a result of my and my client's dealing with other councils, we appreciate that these proposals are driven forward at this time, because of the need for Newcastle City Council to create a CAZ (Clean Air Zone) that will result in licensed vehicles being charged a daily fee, if they are not Euro 6 diesel or Euro 4 petrol (or granted a transitional exemption).

Most significantly, the standard to be required of a licensed vehicle to be able to enter the CAZ without being liable to pay a charge, is not age related, but to be at least Euro 6 diesel or Euro 4 petrol. It is respectfully submitted

**Website:**

**Email:**

e

a2z Licensing (David Wilson) Ltd owns and independently operates

**Company details and registered office:**

a2z Licensing (David Wilson) Ltd

9 The Stables, Wynyard, Billingham TS22 5QQ

Registered in England and Wales Company No: 11830848

that the defining criterion for licensing a vehicle should be its Euro emissions classification and that age should be the second defining criterion, if age is a proper criterion in the first place.

The use of an age limit is an artificial way to achieve this, especially in the first instance and transitionally. If the objective is to reduce harmful exhaust emissions, it should not matter what age a vehicle is, so long as it meets the Euro 6 diesel or Euro 4 petrol standard.

In the circumstances, the standard should relate to the aforementioned Euro emission standards.

If, despite the foregoing, the Council is still minded to adopt an age policy, it is submitted that this should be secondary to the Euro emission standards and the age policies should not be those proposed, which are too restrictive, especially when the Council has rightly specified Euro emissions since 2010.

To require a vehicle to be less than 4 years old when first licensed is to restrict the trade to buying vehicle of only up to 3 years of age. The trade, whether operators, fleet owners or individual owner-drivers endeavour to buy well-maintained, low mileage, high specification vehicles because they want vehicles that will be reliable, serve them for a long period so they can recoup their capital investment, and be comfortable for passengers, but more importantly, the driver who will sit in the vehicle for thousands of hours over the vehicle's lifetime.

Such vehicles will often be Motability or other low mileage lease cars, which are increasingly being leased on terms of 4 years, although it is acknowledged there are still vehicles leased for 1, 2 and 3 year periods, the trend seems to be for vehicles to be leased on longer terms.

Blueline Taxis bought a number of ex Ministry of Defence Skoda motor cars, but because they were ex-MOD vehicles, there was a considerable delay in the re-registering of those vehicles with the DVLA (to remove their military registration numbers and MOD vehicle classification), which delay might have prevented those vehicles from being licensed. As ex-MOD staff cars they had been exceptionally well-maintained and had low mileages.

Although strenuously opposed to imposing an age for a vehicle to be first licensed, if an age has to be specified, my client suggests that it should be "less than 5 years of age" as that would permit the licensing of vehicles that come out of lease hire at 4+ years.

My client's preference is for there to be only a terminal age when a vehicle will not usually be licensed. The suggested terminal age limits would be 10 years for saloon and estate cars and 12 years from MPVs, minibuses and WAVs (wheelchair accessible vehicles).

The 10 year age limit for saloon and estate cars would, in the event of an "under 5 years age" limit for first licensing a vehicle allow a vehicle to be

used as a licensed vehicle for 5-6 years and longer, if first licensed at a younger age.

If the cost to owners-drivers of changing to a vehicle that is compliant with the new policy is too great, they will either leave the trade or look to vehicle fleet owners and operators to rent a vehicle from. The cost of buying or leasing such increased numbers could be prohibitive to vehicle fleet owners and operators, as such a large number of vehicles would all have to be bought in a short period of time.

Whilst not asked in the consultation, my client should also wish to make clear that the implementation date of 1 April 2020 is too soon and will not allow for transition to be made to any newly adopted policy.

As I have already stated, these changes are being driven by, if not required by the CAZ, so there is no need to introduce any new vehicle emissions and age policy sooner than required by the CAZ, ie 1 January 2021 (and potentially a date later than that, depending on how soon the infrastructure to operate the CAZ can be installed and made operational, bearing in mind the delays already being experienced by Birmingham and Manchester).

Vehicles owners should be allowed, within the proposed operation of the CAZ and "sunset / grace periods" to retain a non-compliant vehicle for so long as the CAZ permits it to enter the CAZ without charge, because the likely grant of £1,500 to upgrade to a Euro 6 petrol or diesel vehicle, as would be required by the Council's proposed age limit, is wholly inadequate and will not achieve its objective.

- 2. Existing Vehicle: Adopt a maximum 8 year life with a start date of April 2023. The taxi trade therefore have 3 years from April 2020. This means that from April 2023 all diesel and petrol engine vehicles will be Euro 6.**

As stated above, there should be no terminal age – if a vehicle meets the Euro emissions standards specified and continues to pass the Council's tests, there is no good reason why a vehicle should be scrapped.

- 3. Wheelchair Accessible Vehicles: Existing vehicles will have an extra 2 years added to the age restriction meaning that April 2025 is the compliance date. As a consequence it is possible that a relatively low number of wheelchair accessible vehicles will be Euro 5 between April 2023 to April 2025.**

It seems that the intention is to only delay implementation for wheelchair accessible vehicles (WAVs) to April 2023, but not to allow them to remain licensed only to 8 years of age. Due to the higher costs to buy, run, maintain and insure WAVs, but also MPV and minibuses, I repeat submissions made above that there should not be a terminal age for the licensing of a vehicle, but should the Council not accept this, in the case of WAVs, MPVs and minibuses it should be to 12 years of age.

**4. Full Electric and Zero Emission at Source Vehicles: Will be exempt.**

My client agrees that full electric and zero emission at source vehicles should be exempt. It appears the Council has no intention to place any age restrictions on these vehicles, relying solely on, in effect, their emissions classification. As stated above in relation to diesel and petrol engine vehicles, my client agrees that there should be no age restrictions to these types of vehicles or to the conventionally powered diesel and petrol engine vehicles.

I hope and trust all is clear and makes sense, but should I have not expressed things well on behalf of my client, please do not hesitate to contact me.

Yours sincerely,

**David B Wilson**  
Licensing Consultant  
Consulting Editor, Paterson's Licensing Acts 2015-20  
Contributing Author and Consulting Editorial Board Member, LexisPSL

Email: [david.wilson@lexispsl.com](mailto:david.wilson@lexispsl.com)  
Mobile: 07534 12345

## Hackney carriage and private hire policy consultation

1 message

**Michael Leck** <mleck@northumberland.gov.uk>

10 January 2020 at 10:36

To: Licensing Mailbox <licensing@northumberland.gov.uk>

Cc: Council David <David.grenfell@northumberland.gov.uk>, Tasmin Hardy <tasmin.hardy@northumberland.gov.uk>, "Barry Maddison (Adv Taxis)" <barry.maddison@northumberland.gov.uk>

Hi

To who ever it may concern

If all these rules come into affect we will not be able to continue our business , we work in a rural area we employ 25 staff to fulfil 21 school contracts for Northumberland county council , working out of hexham, Haltwhistle, Allendale, Matfen, etc where there is not a lot of employment, we employ men and women full time and part time . (we can not afford to buy/replace 21 new/ Euro 6 vehicles) it is not cost effective,

**NEW VEHICLE LICENSES :** YES we totally agree to all new vehicles being Euro 6, from April 2020, but there is no need for the 4Years age policy, because this is about emission and all euro 6 vehicles will pass MOT test, so why bring in the 4 year ? This will make buying fleet vehicals far too expensive.

**EXISTING VEHICLES :** We shouldn't have a age limit on existing vehicles , aslong as the vehicles are passing mot and emissions test, I see no reason why a vehicle should be replaced ?. This in itself is recycling , why would you dispose of road worthy vehicles?

If however this is the road u wish to go down (which seams wrong and very cost effective to all taxi drivers ) and if u consider taking euro 3-4 off the roads and sick with the euro 5. In my own personal business this would still be very costly and I would be disposing of 7 cars not 20. Taking this into effect here is a break down of my cost..... I would be looking at spending between £15000 -£20000 for light commercial vehicles per car? So thats 7 vehicles at this price? This as u can see is certainly not doable in anyway. 7 school runs with £20000 debt individually? pay driver , fill tank, insure and maintain. Not cost effective!

Also

2023 can not be the date for this to happen, this letter is dated 25th Oct 2019 We have just bought a Euro 5 2014 vehicle on 10th Oct 2019 on finance for 5 Year, this vehicle is 5 years old, by the new rules this vehicle will have to be replaced 1 year before its paid off. You can't give us 3 years notice for 5 years finance . the correct thing to do would be , 25th October 2019 the date of letter ... this should be your starting point for the 5 years

**WHEELCHAIR ACCESSABLE VEHICLES :** I also cannot see why a wheelchair vehicle has been granted an extra 2 years yet existing cars are to be disposed of? Surely if we are to go down the admissions route the same rules should apply to all (because you have capped hack plate this should bring more wheelchair vehicles on the road and stop your shortage in the future)

FULLY ELECTRIC AND ZERO EMISSIONS : we work in a rural area, some of my cars travel up into kielder and out lying areas. The infrastructure isn't there yet. Only 2 charging points in hexham wentworth car park. Yes the idea of fully electric fleet is a great idea for the future.

Stick to euro standard (we have done this for euro 3 euro 4 and now euro 5 no need to change it to a age limit of vehicles because this is all about emissions)

Age of vehicle

Recycling - you are making the vehicle disposal - if still meeting euro standards why dispose

Many thanks  
Michael leck Transport Manager  
Advanced taxis

Office 1-2  
Foundry Industrial Estate  
Ferry Road  
Hexham  
Northumberland  
NE46 4JW

Sent from my iPhone

---

## Amendments to vehicles

1 message

**David Duff** ·

7 January 2020 at 18:29

To: "licensing@northumberland.gov.uk" <licensing@northumberland.gov.uk>

To Tasmin

For all new licences..

I think cars should have a 5 year old age restriction as long as they meet Euro 6 which at the moment is the requirement government as to pass clean air zone requests. I feel anything other than this would put financial stress or burden on owner drivers or one man companies.

For existing vehicles I think it would be better to introduce an 10 or 12 year vehicle life from 2023 this would give owners more time to renew vehicles to comply with Euro 6

Thanks Dave Duff

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**Taxi proposal**

1 message

**Rebecca Smith**

To: licensing@northumberland.gov.uk

17 December 2019 at 10:

Hello Licensing,

I would like to raise concern over the new taxi proposals. I feel this will have a negative impact on my buisness if I can avoid not to close.

May I suggest the council put forth a consultation on this matter as the views of other vehicle owners would be useful.

I will look forward to hearing from you.

Many thanks  
Rebecca Smith

Beckz Taxis  
07852 563233  
[Beckztaxis@gmail.com](mailto:Beckztaxis@gmail.com)





**David Grenfell** <david.grenfell@northumberland.gov.uk>

---

## FAO Tasmin Hardy

2 messages

**Tony Proud**

To: licencing@northumberland.gov.uk, David Grenfell <david.grenfell@northumberland.gov.uk>

n>

18 November 2019 at 15:14

Tasmin,

I recently received your letter of 25th October 2019 regarding proposed age limits for taxis.

Before I begin I want you to know I have now been involved with the taxi trade in excess of 30 years in Newcastle and am totally against your policy.

I wish to refer you to specific paragraphs from Government Publications:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/314108/9781474104531\\_Print.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/314108/9781474104531_Print.pdf)

Vehicle age limits

5.55 Vehicle age limits were a matter on which significant concern was expressed during consultation, and in respect of which views varied significantly. It is significant that under our reforms, whereas it would still be possible for licensing authorities to set local vehicle age limits on taxis, this would no longer be possible in respect of private hire vehicles. Under our

recommendations, vehicle age limits associated with private hire vehicles would be determined by the Secretary of State and applied at a national level.

5.56 We accept that vehicle age limits can impose a significant financial burden, and can arbitrarily rule out cars that are perfectly safe and roadworthy. The purpose of national standards relating to vehicles is to prevent unsafe vehicles from continuing to operate as taxis or private hire vehicles. Whilst such standards might include age limits in respect of both taxis and private hire vehicles, such determinations should be made by the Secretary of State on the basis of advice

35 In 2013 Southampton County Council lost its appeal against a determination by the Information Commissioner that its purported policy of requiring CCTV with audio recording in all taxis was in breach of both the Data Protection Act 1998 and Article 8(2) of the European Convention on Human Rights, which protects the right to respect for one's private life. The Council has now issued a revised policy requiring CCTV systems which allow audio recording for a maximum of five minutes when triggered by a panic button.

36 See from para 5.63 below.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/784216/taxi-phv-licensing-protecting-users-draft-stat-guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/784216/taxi-phv-licensing-protecting-users-draft-stat-guidance.pdf)

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 may be arbitrary and inappropriate. But a greater frequency of testing may be appropriate for older vehicles - for example, twice-yearly tests for vehicles more than five years old.

( I do understand there is a new 2019 publication in the consultation period)

I believe I have demonstrated that your proposals are unlawful.

As well as this I think this will be severely damaging to the taxi industry and list my reasons below:

- The proposals are unaffordable to many independent taxi drivers.
- Your school run policies already have the County flooded with Taxis. This policy is outdated and should be means tested.
- The proposals would drive the cost of your school run policy up due to debt and more expensive vehicles.
- Your policy is age discriminatory against senior taxi drivers who do not want large debts in their "later" part of their working life.

It would be also interesting to know if you mean to apply this policy across the board to include buses many of which are in excess of 30 years old carrying school children.

I believe I speak for many taxi drivers in my area, Hexham and wish to make it clear we are not interested what happens in Newcastle with the mess they are in with Clean Air Zones.

I hope common sense prevails at this critical time where the future of many people is on the line.

Kind Regards

Tony Proud

TD HC176



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**Fwd: Proposed vehicle age amendments**

1 message

**Licensing Mailbox** <licensing@northumberland.gov.uk>

17 January 2020 at 08:40

To: Thomas Richardson &lt;thomas.richardson@northumberland.gov.uk&gt;

Hi Tommy  
And another.

Regards

Jane  
Licensing Assistant  
Business Compliance & Public Safety Unit  
Housing and Public Protection Service  
Stakeford Depot  
East View  
Stakeford  
NE62 5TR

01670 623856

[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)

----- Forwarded message -----

From: **sean wright** < >  
Date: Thu, 16 Jan 2020 at 23:35  
Subject: Proposed vehicle age amendments  
To: Licensing Mailbox <[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)>

To Tasmin

1. new vehicle licences.. A 4year age policy with effect from April 2020 for all  
Newly licensed vehicles. This means the EURO 6 Emissions standards applies from April2020  
To all new licences

My response... I believe it should b a five year age policy or NO AGE limit as long as it meets EURO 6  
STANDARD

THIS will lessen the financial burden on the driver .AS not everyone can afford brand new cars..

2.. EXISTING VEHICLES. Adopt an 8year vehicle life with a start date of APRIL 2023  
The taxi trade therefore have 3 years from April 2020. That means from April 2023  
All diesel and petrol engine vehicles will be EURO6.

MY RESPONSE.. if any age limit is to be applied it should be at least an 10 or 12 year limit  
This to again, lessen the financial impact on driver eg. You could buy a car that is 3years old for say  
£15000  
Take it over 5yrs on finance n if limit was 8yrs it would have to come off as a taxi before it was paid for  
As not everyone is able to pay over 2 or 3 yrs and still make a living.

3.. WHEELCHAIR ACCESSIBLE VEHICLES. Existing vehicles will have an extra 2years added

To the age restriction meaning that April 2025 is the compliance date. As a consequence it is possible that a relatively low number of wheelchair accessible vehicles will be EURO 5 BETWEEN April 2023 to April 2025

MY RESPONSE.. I think all vehicles should be given the same grace.

4.. FULL ELECTRIC and ZERO EMISSION AT SOURCE vehicles would be exempt

MY RESPONSE.. This is vastly unfair. I SUGGEST there is NO difference between an electric car and my diesel euro 6 Skoda Octavia. THE WEAR and TEAR ON BOTH CARS WOULD BE THE SAME, THE SHOCKS, SPRINGS, BALL JOINTS, SUSPENSION, WHEEL BEARINGS AND ALL CONSUMIBLES WOULD BE THE SAME AS BOTH WOULD BE DOING THE MILEAGE

SO JUST BECAUSE IT IS ELECTRIC, DOESN'T MEAN IT WONT WEAR ANY LESS .

Also we must not be too hasty as electric cars are not the ultimate answer the INFRASTRUCTURE IN NORTHUMBERLAND CAN NOT SUPPORT ALL ELECTRC CARS AND THERE CARBON FOOTPRINT IS A LOT LARGER THAN PEOPLE THINK.

Again i think any new rules that are brought in should apply to all vehicles for the same limits and or time periods regardless of being electric/hybrid or wheelchair accessible.

Many thanks.

Sean wright - private hire driver

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Thomas Richardson <thomas.richardson@northumberland.gov.uk>

## Fwd: Consultation

1 message

**Licensing Mailbox** <licensing@northumberland.gov.uk>

17 January 2020 at 08:24

To: Thomas Richardson <thomas.richardson@northumberland.gov.uk>

Hi Tommy

Another one for the consultation

Regards

Jane

Licensing Assistant

Business Compliance & Public Safety Unit

Housing and Public Protection Service

Stakeford Depot

East View

Stakeford

NE62 5TR

01670 623856

[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)

----- Forwarded message -----

From: **Ronnie Ingledew** <

>

Date: Thu, 16 Jan 2020 at 21:20

Subject: Consultation

To: <[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)>

Cc: <

PLEASE READ AS ADDITIONAL POINTS HAVE BEEN INCLUDED-PLEASE FORWARD ME A READ RECEIPT

Dear Licensing

In response to the proposed amendments to the Hackney Carriage & Private Hire Licensing Policy.

1. New vehicle licenses

A 4 year vehicle age policy is a bit steep considering how expensive cars are these days. Older vehicles should be allowed to be licensed as long as they meet Euro 6 emission standards due to technology out there that can lower emissions drastically

As the policy states at this moment Euro 5 for passenger cars & Euro 4 for commercial vehicles why can't it be upgraded to Euro 6 for passenger cars & Euro 5 for commercial vehicles due to the huge difference in cost of commercial vehicles.

2 Existing Vehicles

If a vehicle is fit for purpose and is tested 3-4 times a year surely they are safer than most other vehicles on the road. Northumberland have probably one of the safest taxi fleets in the UK due to strict testing & more just an annual test. Euro 5 standard was only brought in April 2017 if this policy amendment goes ahead there will be people who still have outstanding finance and unable to use their vehicles some vehicles were purchased over a longer period due to higher costs.

This could have a huge amount of financial strain on already strained trade leading to stress anxiety & depression the LA

needs to bare this in mind when adding huge financial burdens onto drivers & operators.

Allow vehicles already licensed to stay on-as nearly all drivers and operators replace their vehicles when required.Northumberland does not have a bad taxi fleet due to the amount of testing and enforcement we have but we can still all do our bit for the environment at the same time.

Other counties do have age limits but not as extreme as off at 8 years old-even Transport for London -our capital city -are reducing theirs from 15 yrs gradually down to 12 yrs BUT if you licence a Euro 6 car you can go up to 15 years again.

If these amendments go through I will have to replace my existing 3 vehicles within 3 years even though they have been tested regularly and robustly and they are more than fit for purpose and 2 of them are Euro 6 vehicles.These vehicles are currently on finance and having to replace them would put a huge strain on my finances which are strained at the best of times.

As you are well aware there are unlicensed taxis operating in the area-which have been reported and even caught red handed by the licensing department but nothing has been done to curb them! Will the new proposals finally bring them to book or whilst I am struggling to buy new vehicles to toe your new line will they be allowed to continue to operate with vehicles which are over 16 years old as they currently do?

The cost of wheelchair accessible vehicles is astronomical and this must be taken into consideration-bring in a Euro 5 for new licences but allow them to run longer as no-one will buy any and Northumberland will never meet its criteria for Disability Transport for the public of the County.

Electric vehicles should be exempt from costs of licensing to encourage them in the future although the infrastructure is nowhere near where it should be to make them a viable option yet,they should not be exempt from the age limit as they still all have the same running gear and wear out the same as any other car-we don't have enough information yet as they have not been tested enough to say they should be exempt and as for the emissions side of the electric vehicle,research is way off what it should be to say they are zero emissions.

In short

Vehicles that are more than fit for purpose will be removed and will have to be disposed of-not good for the environment.

Vehicles still on finance no longer allowed to work.

Drivers working more and more hours to buy BRAND NEW vehicles to get the full "life span" of a vehicle(8 years)

Jobs lost as not everyone can buy BRAND NEW or under 4 years old -£15,000 for cars and in excess of £30,000 for commercial.

Consideration needs to be given to mental health issues as the strain of this could cause anxiety,depression and other health issues - these need to be taken into the greatest of consideration.

Other job losses will occur within the trade - not just drivers i.e. office staff,mechanics,passenger assistants all due to paying large amounts of finance on new vehicles.

If we are to reduce our carbon footprint this can be done in other ways-not putting the huge financial burden on this trade alone-vehicles can be adapted to reduce carbon emissions - these must be considered.

Yours faithfully

Ronnie Ingledew

Sent from my iPad

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## Hackney Carriage and Private Hire Licensing Policy Consultation

1 message

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Ray Hunter <

22 November 2019 at 11:35

To: "licensing@northumberland.gov.uk" <licensing@northumberland.gov.uk>

FAO The attention of Tasmin Hardy Licensing Manager

Further to my recent submission on the above subject

Please find attached further information I wish to

Be taken into Consideration.

**FAO of The Licensing Manager , Housing and Public Protection.**

**Hackney Carriage and Private Hire Policy Consultation.**

With reference to my recent submission concerning the change in strategy on age of licenced Vehicles.

After further consideration I feel I must raise the issue of total exemption of Electric and zero Emission vehicle from the age related term of use .

All vehicles whether propelled by electric, hybrid or full internal combustion means, are subject

To sharing running gear. Every vehicle has similar Braking, Steering , suspension and driveline components.

If internal combustion vehicles are subject to an 8 year life, even if they are compliant with Euro emissions applying at that time. It should follow that electric powered vehicle should be subject

o the same ruling as in 8 years cars used in the general Trade cover hundreds of thousands of miles and the components of the body and chassis are subject to the same use and stresses as conventional vehicles. Tesla S electric cars share many components with my Existing vehicle a Mercedes S 350.

I ask therefore that these vehicles are taken into consideration when final conditions on age are applied. The authority has a perfectly sound system for ensuring the Taxi and Private Hire Trade vehicles comply. I see no sound reason why if the vehicle meets the emissions and complies with the mechanical and bodily and interior conditions that age should be a consideration.

Please be aware that as a responsible Operator I am fully in agreement with the Authorities, Efforts to protect the Public and The Environment.

Raymond P Hunter MSOE MIRTE. AMIRTE.MIMT.

Owner Operator, Automotive Engineer

Sandown Limousine



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**Taxis**

2 messages

**alan sanderson <**

17 January 2020 at 10:41

To: "licensing@northumberland.gov.uk" &lt;licensing@northumberland.gov.uk&gt;

Your proposal to change taxi life span and other things. Will be enough to put likes of me with only driver cars out of business. Even if life span was 10 years would see me to retirement without having to get in dept for a new car which i cant afford. My euro 5 engine is more eco friendly than most euro 6 cars. Plus unlimited age on electric power cars is not fair as they rot and wear away as much as normal cars. I cant afford a new car or early retirement so please think hard about proposals being put forward thanks. Alan Sanderson bv45

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**Licensing Mailbox <**licensing@northumberland.gov.uk>

17 January 2020 at 10:44

To: Thomas Richardson &lt;thomas.richardson@northumberland.gov.uk&gt;

Jane  
Licensing Assistant  
Business Compliance & Public Safety Unit  
Housing and Public Protection Service  
Stakeford Depot  
East View  
Stakeford  
NE62 5TR

01670 623856

[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)

[Quoted text hidden]



Paper Copy

15 JAN 2020

Hi

To who ever it may concern

If all these rules come into affect we will not be able to continue our business , we work in a rural area we employ 25 staff to fulfil 21 school contracts for Northumberland county council , working out of hexham, Haltwhistle, Allendale, Matfen, etc where there is not a lot of employment, we employ men and women full time and part time . (we can not afford to buy/replace 21 new/ Euro 6 vehicles) it is not cost effective,

NEW VEHICLE LICENSES : YES we totally agree to all new vehicles being Euro 6, from April 2020, but there is no need for the 4Years age policy, because this is about emission and all euro 6 vehicles will pass MOT test, so why bring in the 4 year ? This will make buying fleet vehicals far too expensive.

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If however this is the road u wish to go down (which seams wrong and very cost effective to all taxi drivers ) and if u consider taking euro 3-4 off the roads and sick with the euro 5. In my own personal business this would still be very costly and I would be disposing of 7 cars not 20. Taking this into effect here is a break down of my cost..... I would be looking at spending between £15000 -£20000 for light commercial vehicles per car? So thats 7 vehicles at this price? This as u can see is certainly not doable in anyway. 7 school runs with £20000 debt individually? pay driver , fill tank, insure and maintain. Not cost effective!

Also

2023 can not be the date for this to happen, this letter is dated 25th Oct 2019 We have just bought a Euro 5 2014 vehicle on 10th Oct 2019 on finance for 5 Year, this vehicle is 5 years old, by the new rules this vehicle will have to be replaced 1 year before its paid off. You can't give us 3 years notice for 5 years finance . the correct thing to do would be , 25th October 2019 the date of letter ... this should be your starting point for the 5 years

WHEELCHAIR ACCESSABLE VEHICLES :I also cannot see why a wheelchair vehicle has been granted an extra 2 years yet existing cars are to be disposed of? Surely if we are to go down the admissions route the same rules should apply to all (because you have capped hack plate this should bring more wheelchair vehicles on the road and stop your shortage in the future)

FULLY ELECTRIC AND ZERO EMISSIONS : we work in a rural area, some of my cars travel up into kielder and out lying areas. The infrastructure isn't there yet. Only 2 charging points in hexham wentworth car park. Yes the idea of fully electric fleet is a great idea for the future.

Stick to euro standard (we have done this for euro 3 euro 4 and now euro 5 no need to change it to a age limit of vehicles because this is all about emissions)

Age of vehicle

Recycling - you are making the vehicle disposal - if still meeting euro standards why dispose

Many thanks  
Michael leck Transport Manager  
Advanced taxis

Office 1-2  
Foundry Industrial Estate  
Ferry Road  
Hexham  
Northumberland  
NE46 4JW

Badge No. Td232 & 1300



20 JAN 2020

Michael Kane  
7 Ellington Terrace  
Ashington  
Northumberland  
NE63 8PY

Dear Tasmin,

I am writing in response to the proposed amendments to the taxi Licensing policy.

Taxi proposals I am against:

**New vehicle licences:** A 4 Year vehicle age policy.

**Existing Vehicles:** Adopt a maximum 8 Year vehicle life.

I highly disagree with these new policies as this will make my occupation even more strenuous than what it already is. Financially I will no longer benefit from having my taxi licence as all profit will go towards renewing my vehicle as well as costs of taxi badge, insurance and vehicle maintenance.

I have been in the taxi trade for 15 Years and I have never doubted that it would be brought to end due to the requests from the Councils Licensing. I recommend licensing reassess their amendments before determining the outcome.



MR Kane





Thomas Richardson &lt;thomas.richardson@northumberland.gov.uk&gt;

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**Fwd: My Views on New Private and Hackney Licenses from April 2020**

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Licensing Mailbox &lt;licensing@northumberland.gov.uk&gt;

17 January 2020 at 13:59

To: Thomas Richardson &lt;thomas.richardson@northumberland.gov.uk&gt;

Hi Tommy  
And another one

Jane  
Licensing Assistant  
Business Compliance & Public Safety Unit  
Housing and Public Protection Service  
Stakeford Depot  
East View  
Stakeford  
NE62 5TR

01670 623856  
[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)

----- Forwarded message -----

From: **Michael Birkinshaw** <[michael.birkinshaw@northumberland.gov.uk](mailto:michael.birkinshaw@northumberland.gov.uk)>  
Date: Fri, 17 Jan 2020 at 13:48  
Subject: My Views on New Private and Hackney Licenses from April 2020  
To: Licensing Mailbox <[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)>

Hello,

I hope I'm not too late in expressing my views on the new taxi licenses.

I think having a Euro 6 standard for all taxis is great, but an age restriction might not be so good and will make it more expensive for taxi drivers to purchase their own vehicles.

Some diesel and petrol suppliers offset any carbon emissions for you. I think if drivers can prove they only use suppliers that do this, they should have the same exemptions as full electric vehicles.

Removable taxi badges and allowing taxi vehicles to be used by family members, spouses, partners as personal vehicles would help to reduce emissions and the number of vehicles on our roads.

Thank you for allowing me to express my personal views.

Regards,

Michael Birkinshaw  
Taxi Driver



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## Hackney carriage and private hire licensing policy consultation

1 message

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**Kevin Lee**

10 January 2020 at 12:33

To: Licensing Unknown <licensing@northumberland.gov.uk>

I am totally against some of the proposed policy changes.

The cost of buying vehicles from age new to 4 years old will be out of reach of many taxi drivers/operators.

If this policy goes ahead we will have no option to buy new vehicles and i for one will need to renew 6 vehicles at a cost of £180,000 which i will not be prepared to do.

This in turn will cause unemployment due to no vehicles to drive.

The life span of a vehicle reducing to 8/10 years is unacceptable in my opinion.

If our vehicles continue to pass the county council tests i cant see the need to reduce the vehicle life span to these proposed levels.

If a vehicle needs changing i have no quarm with it being replaced with a euro 6 vehicle.

The difference between the emissions of a euro 5 to a euro 6 vehicle is quite minimal but the financial cost is quite a lot.

In an area of north northumberland where unemployment is high i ask you to reconsider this policy.

Kevin Lee

1st cab

Berwick upon tweed



To whom it may concern

I write in response to your letter dated 25<sup>th</sup> October 2019 regarding the consultation period over proposals to ensure all vehicles comply with Euro 6 emissions from 2023. Whilst we agree with the underlying intention to ensure all vehicles comply, the short stipulated time frame does not address the multitude of issues faced and financial impact on small companies like ours.

In order to understand our position regarding this proposal, can I make it abundantly clear from the outset that if these rules are introduced to comply with the outlined dates with no dispensation, it will have a huge detrimental effect on our business. So much so, that we will not be able to continue in our current form after spending years building it up at some financial cost. In a nutshell if we were to comply fully, it would at face value entail buying or replacing twenty one new Euro six compliant vehicles, which as you can understand is prohibitive to a small company and certainly not cost effective to undertake.

We work predominately in the rural west of Northumberland which you will appreciate has its own logistical problems because of the distances covered. As part of our business we currently employ 25 male and female staff on full and part time basis, to fulfil 21 schools contacts for the County Council. These cover Hexham, Allendale, Haltwhistle, Matfen, Kielder and other outlying areas. Those roles offer employment in places where there are not an abundance of jobs, especially in the case of women who find the hours advantageous for their own domestic situations. It is also worth pointing out at this juncture that the vehicles involved are only used during school term times for that purpose and not used as taxis in their down time when they are off the road.

## NEW VEHICLE LICENCES.

Yes we totally agree to all new vehicles being Euro 6 from April 2020 but why introduce a four year age policy? Surely this is about emissions and all such vehicles will undoubtedly pass a MOT test for several years, so why bring in the four year rule? That restriction would make purchasing fleet vehicles prohibitively expensive.

## EXISTING VEHICLES

We should not have an imposed age limit on existing vehicles. I see no arguable reason why this should apply as long as the vehicles are able to pass a MOT and emissions test. If the standard is met I see no need for the vehicle to be replaced. This in itself is recycling, posing the question why should we dispose of roadworthy vehicles?

If however your intention is to proceed along that route, which in my opinion seems wrong and not cost effective to all taxi drivers, then if you intend taking all Euro 3 and 4 vehicles off the road and sticking with Euro 5 the impact on our business will still be significant. It would mean replacing seven vehicles instead of twenty. Taking this into account here is a breakdown of what in actual terms it means for Advanced Taxis.

We would be looking at spending somewhere between £15k and £20k, for light commercial vehicles which if you do the maths is a huge figure merely to achieve the status quo. That is the reality of what you are proposing and on a financial scale out of our reach within three years. Seven school runs each with an individual debt of up to £20k before you pay the driver, fill the tank insure and maintain. Where is the incentive for us as a business?

Your letter dated 25<sup>th</sup> October 2019 puts the whole financial situation into perspective from our standpoint. Two weeks earlier we purchased a 2014 Euro5 compliant vehicle on finance over five years. As you can see, the vehicle is five years old, according to the proposed rules it will have to be replaced one year before it is paid off! You cannot give us three years notice for five years finance. The date of your letter should be the commencement point for the five years prior to introduction, allowing smaller firms time to make the necessary adjustments and financial arrangements in order to comply.

## WHEELCHAIR ACCESSIBLE VEHICLES

I cannot understand why these vehicles have been granted an additional two years, yet existing vehicles have to be disposed of. Surely if we are going down the emissions route the same rules should apply to all. If that were the case a two year dispensation would alleviate the pressure on my business. Because you have capped Hackney badges no doubt this will lead to an increase in wheelchair access vehicles on the road and stop the shortage in the future. Will they get an extension?



## FULLY ELECTRIC AND ZERO OMISSIONS

I agree a fully electric fleet is a good idea for the future but the infrastructure isn't there yet. We work predominantly in a rural setting, some travelling to Kielder and other outlying areas. Presently there are only two charging points in the Wentworth Car Park for the entire area, so a long way to go.

If you wish to discuss any of the issues I have raised please do not hesitate to contact me.

Yours Sincerely

Barry Maddison

Advanced Taxis  
Office 1 – 2  
Foundry Industrial Estate,  
Ferry Road,  
Hexham,  
NE46 4JW

TD220 & 1296





Thomas Richardson &lt;thomas.richardson@northumberland.gov.uk&gt;

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**Fwd: Taxis**

1 message

**Licensing Mailbox** <licensing@northumberland.gov.uk>

17 January 2020 at 10:44

To: Thomas Richardson &lt;thomas.richardson@northumberland.gov.uk&gt;

Jane  
Licensing Assistant  
Business Compliance & Public Safety Unit  
Housing and Public Protection Service  
Stakeford Depot  
East View  
Stakeford  
NE62 5TR

01670 623856  
[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)

----- Forwarded message -----

From: **alan sanderson** <[alan.sanderson@northumberland.gov.uk](mailto:alan.sanderson@northumberland.gov.uk)>  
Date: Fri, 17 Jan 2020 at 10:41  
Subject: Taxis  
To: [licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk) <[licensing@northumberland.gov.uk](mailto:licensing@northumberland.gov.uk)>

Your proposal to change taxi life span and other things. Will be enough to put likes of me with only driver cars out of business. Even if life span was 10 years would see me to retirement without having to get in dept for a new car which i cant afford. My euro 5 engine is more eco friendly than most euro 6 cars. Plus unlimited age on electric power cars is not fair as they rot and wear away as much as normal cars. I cant afford a new car or early retirement so please think hard about proposals being put forward thanks. Alan Sanderson bv45

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Licensing,

I am writing in response to the letter you sent out dated 25th October referring to a proposal for changing policy of Hackney and Private licensed vehicles.

I strongly object to all the proposals put forward.

Here are some points I wish to have considered by the Licensing and Regulatory Committee.

1: Drivers at Hexham simply cannot afford to buy cars which are under 4 years of age constantly.

A snapshot of the current fleet in Hexham shows that the majority of vehicles would need to be removed /replaced as they are too old under the new 8 year max proposal.

And most of the latest vehicles could not have been licensed if the 4 year proposal is implemented.

I am willing to supply NCC with my daily takings to show what a typical driver working 40-50hrs/pw earns. Even financed over 4 years up to the maximum proposed 8 years would be unreasonable and would end the taxi careers of many drivers. Indeed, many have decided just to retire or seek alternative employment if this is implemented. It will certainly have a very negative impact on finances of my young family.

It should be taken into account that many drivers will have taken on finance for vehicles over 5 years and once the vehicle is removed as a taxi by NCC, there will still be 2 further years of finance outstanding.

2. The overall driver numbers at Hexham would be greatly impacted.

Indeed, many drivers have indicated that if introduced, they will retire or leave the business. This would affect the independent drivers who don't use multi drivers in a car.

3. This is not about emissions!!!

A 2015 car will be too old to plate as a taxi. And yet could have euro 6 and have the same or even less emissions than a brand new car. These proposals are not in line with government guidelines.

4. NCC has consistently exceeded its targets for emissions even on the busiest roads in the county as stated on their website. The proposal appears to be a kneejerk reaction without so much as an impact study. There appears to be an overall lack of knowledge about taxi industry by the proposer of the policy.

5. Electric vehicles are not suitable for rural areas. In Hexham there is no infrastructure for numerous charging points and as well as being expensive, electric cars do not have the required range. Ie a battery car with a range of 80 miles could not manage 2 trips to Haltwhistle and back. This proposal is too much, too soon!! It does not allow time for change and demonstrates once again that being environmentally friendly costs money and punishes the people who cant afford to obtain electric vehicles.

6. Not everyone wants to do a school contract. Those who do, will pass on the expense of newer vehicles onto the NCC contracts.

Therefore the NCC school transport bill will substantially rise.

7. The range of electric vehicles suitable for taxis is small, especially for multi seater vehicles.

Unfortunately, hybrid vehicles will be affected the same as any other vehicle as they are not zero emissions.

8. This policy update makes no sense!! If an 8 year age limit was applied to vehicles, then why force drivers to buy replacement vehicles under 4 years of age? Why not let them buy vehicles aged 5 or 6 or even 7 years of age? After all, they would be under the age limit of 8.

9. The safety and comfort of passengers is a priority.

Drivers will be inclined to aim for cheaper vehicles which have much less comfort and nowhere near as many safety features as many vehicles from the higher end of the market.

So, although I'm sure most drivers do support looking after the environment, it must be done responsibly and this should not involve Kneejerk action plans which are implemented without a deeper knowledge and understanding. NCC must be responsible as a licensing authority and not impose hardship on drivers and their families with unreasonable policies.

Following a small amount of research, it would appear that the amount of Euro4 cars being used is a mere handful. Considering that we have not been able to licence such vehicles since changes to the taxi policy in 2016, it can be assumed that these vehicles will not be on finance, therefore the removal of them would have a lesser impact on the owners. However, there should still be a rundown period for the owners of at least 2 years.

Euro5 registered vehicles account for 67% of registered vehicles which are licensed. It would then have a huge impact on the owners of these vehicles and the contracts they carry out. Considering that they can still be bought and licensed today or any time up until the suggested day of implementation of April 2020, it would be fair and reasonable to allow any vehicles which are Euro5 and plated before April 2020 to be licensed for a minimum of 5 years to allow full payment of a 5 year finance deal. Also I would suggest that an age limit of 13 years would be

much more appropriate than 8 years. This could apply to all vehicles going forward including Euro6 vehicles but excluding hybrid vehicles and electric vehicles which both have their place in a taxi industry. Northumberland does have rural areas and as such should not be necessarily be confined by the same rules going forward as taxi rules in the city.

I would just add that the idea of vehicles needing to be under 4 years before licensing is a nonsensical idea and cannot be justified by any means if an age limit is brought in.

Regards  
Alan Gardener

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## lackney Carriage and Private Hire Licensing Policy Consultation

message

bc abc <

6 February 2020 at 12:22

Dear sir/madam

I am one of the taxi driver in Northumberland and drive my own car i did received the latter saying that April 2020 and then from 2023 all car will be euro 6 and 4 years policy ? I am very confused it's because how can driver like me change the car every 4 years when they cost a lot of money. Plus i have 3 kids at home to look after and i work 12 hours shifts every day except Sunday's. All the taxis have MOT twice a year.I personally think it's very hard to change the car every 4 years and get the new one i did spoke to the loads of other drivers they said this is the way it is. Already life is very difficult to keep up to date with every thing kindly please reconsider your decision twice. Its my humble request many thanks.

Regards Neha Rani

NEHA RANI





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## Clean Air Licensing proposals

1 message

alex hurst <

9 December 2019 at 11:08

To: "licensing@northumberland.gov.uk" <licensing@northumberland.gov.uk>

Dear Licensing,

I am writing to provide feedback from the trade on the council's proposals on introducing a mandatory condition for new vehicles to be licensed only if they achieve the EURO 6 emissions standard. The policy is a positive step for the people of the area and we fully support the idea of action to improve local air quality.

We have noted that all 12 North East Local Authorities have agreed to the cleaner air directive and we do not want Northumberland to lag behind other authorities in the attempt to produce cleaner air for its residents. With that in mind three years for drivers to continue pollute the environment at an unacceptable level seems unnecessary. The oldest EURO 6 vehicle by 2023 will be 8 years old and 10 years old as a Wheelchair Accessible vehicle. This is an era when hybrid and electric vehicles are more affordable than ever. Northumberland Council has invested hundreds of thousands of pounds into charge point infrastructure across the county, so why is it the taxi trade is still being allowed to lag behind in terms of pollution?

A 2015 EURO 6 diesel vehicle like a Skoda Octavia Hatchback 2015 emits 219g of Carbon per mile. A Toyota Hybrid vehicle emits 113g of Carbon per kilometre – almost half the Skoda. An electric vehicle emits 0 grams of carbon per mile. Why is it that so long is being given to operators to bring their vehicles to a reasonable polluting standard? Do the people of the county have an additional three to five years to continue to breathe air from vehicles that would not allowed to be licensed from March next year?

There are already cost affordable alternatives available for operators and drivers to take on hybrid and electric taxis.

Although the proposed policy and licensing conditions are a step forward, there are no proposed clean air zones for Northumberland like other authorities and an illogical will to bring in clean air standards but then allow the same vehicles to continue to pollute our roads for up to 5 years. It creates a system of slow progress in regards to actually improving air quality and provides no incentive at all for any operator to invest in far safer vehicles for our environment that hybrid and electric vehicles actually offer.

I would propose free hackney carriage plates for any electric vehicle licensed in Northumberland (following in the footsteps of other local authorities across the country) and a reduction in the allowance time for operators and drivers to bring their vehicles up to standard for the very kind minimum level of vehicle that is the EURO6 standard, to March 2021.

I look forward to a response from the appropriate person on this matter.

Regards,

Alexander Hurst  
Managing Director  
Readypay Limited



w:  
e:  
f:  
f:  
t:  
r:  
d:

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is

Taxi bookings: (

Northumberland Taxi & Coach Centre  
South Albion Retail Park  
Blyth  
Northumberland  
NE24 5BW

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## My thoughts on the amendments

1 message

**Kevin Stewart**

22 November 2019 at 16:07

To: licensing@northumberland.gov.uk

Dear Tasmin

I would like to say thank you for attending the meeting the other night, I found it very interesting and informative and as a driver it allowed me to understand how hard things are for you and your team behind the scenes with both awkward drivers and the monitoring of drivers not adhering to testing regulations. I have been driving taxis in Blyth for 17 years and that was the best turnout at a meeting I've seen in a long time.

I believe that for new vehicles it should be a five year age policy or NO AGE limit at all as long as it meets EURO 6 STANDARD

THIS will lessen the financial burden on the driver as not everyone can afford brand new cars.

For existing vehicles I would suggest if any age limit is to be applied it should be at least a 10 or 12 year age limit. This again is to lessen the financial impact on drivers, for example if you buy a car that is 3 years old for say £15000 on finance over 5 years, if the limit was 8 years it would have to come off as a taxi before it was paid for, as not everyone is able to pay finance over 2 or 3 years and still make a living.

In regards to electric vehicles I find your proposal vastly unfair. I would state there is NO difference between an electric car and any diesel euro 6 vehicle as THE WEAR AND TEAR ON BOTH CARS WOULD BE THE SAME, THE SHOCKS, SPRINGS, BALL JOINTS, SUSPENSION, WHEEL BEARINGS AND ALL CONSUMABLES WOULD BE THE SAME AND BOTH VEHICLES WOULD BE DOING THE MILEAGE SO JUST BECAUSE IT IS ELECTRIC IT WON'T WEAR ANY LESS.

Also we must not be too hasty as electric cars are not the ultimate answer the INFRASTRUCTURE IN NORTHUMBERLAND CAN NOT SUPPORT ALL ELECTRIC CARS AND THEIR CARBON FOOTPRINT IS A LOT LARGER THAN PEOPLE THINK.

THANK YOU

Kevin Stewart

Sent from my iPhone



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## proposed amendments

1 message

**D Hansen** ·  
To: "licensing@northumberland.gov.uk" <licensing@northumberland.gov.uk>

21 November 2019 at 20:44

To Tasmin

1.new vehicle licences.. A 4year age policy with effect from April 2020 for all

Newley licensed vehicles. This means the EURO 6 Emissions standards applies from April2020

To all new licences

My response... I believe it should b a five year age policy or NO AGE limit as long as it meets EURO 6 STANDARD  
THIS will lessen the financial burden on the driver .AS not everyone can afford brand new cars..

2.. EXISTING VEHICLES. Adopt an 8year vehicle life with a start date of APRIL 2023

The taxi trade therefore have 3 years from April 2020. That means from April 2023

All diesel and petrol engine vehicles will be EURO6.

MY RESPONSE.. if any age limit is to be applied it should be at least an 10 Or 12 year limit

This to again lessen the financial impact on driver eg. U could buy car that is 3years old for say £15000

Take it over 5yrs on finance n if limit was 8yrs it would have to come off as a taxi before it was paid for

As not everyone is able to pay over 2 or 3 yrs and still make a living.

3.. WHEELCHAIR ACCESSIBLE VEHICLES. Existing vehicles will have an extra 2years added

To the age restriction meaning that April 2025 is the compliance date.AS a consequence it is possible that a relatively low number of wheelchair accessible vehicles will be EURO 5 BETWEEN April 2023 to April 2025

MY RESPONSE.. I think all vehicles should be given sane grace.

4.. FULL ELECTRIC and ZERO EMISSION AT SOURCE vehicles would be exempt

MY RESPONSE.. This is vastly unfair. I SUGGEST there is NO difference between an electric car and my diesel euro 6 Mondeo.  
THE WEAR N TEAR ON BOTH CARS WOULD B THE SAME THE SHOCKS SPRINGS BALL JOINTS SUSPENSION WHEEL BEARINGS AND ALL CONSUMIBLES WOULD BE THE SAME AS BOTH WOULD BE DOING THE MILEAGE

SO JUST BECAUSE IT IS ELECTRIC IT WONT WEAR ANY LESS .

Also we must not be too hasty as electric cars r not the ultimate answer the INFOSTRUCTURE IN NORTHUMBERLAND CAN NOT SUPPORT ALL ELECTRC CARS AND THERE CARBON FOOTPRINT IS A LOT LARGER THAN PEOPLE THINK

THANK YOU David | Hansen

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**Re: Vehicles**

1 message

**Malcolm Skinner**

20 November 2019 at 08:17

To: Licensing@northumberland.gov.uk

I would like to have the age limit for vehicles to be 10 yrs. Why are electric vehicles exempt from testing when they have tyres brakes lights like any other vehicle. I appose these changes that are proposed.

On Tue, 19 Nov 2019, 20:13 Malcolm Skinner,

[\[redacted\]](#) > wrote:

I would like the age of vehicles to expire after 10 years. Why should electric vehicles not be tested they have tyres lights, bushes same as any other vehicle I appose these changes





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**FAO Tasmin / Consultation**

1 message

**Ben Bell** <Ben.Bell@blueline-group.com>

20 November 2019 at 11:58

To: "licensing@northumberland.gov.uk" &lt;licensing@northumberland.gov.uk&gt;

Cc: Karen Cavener

Hi Tasmin,

Thank you for joining the Consultation in Blyth the other night it was informative and I think good for you to hear the views of the trade. Some did go off point but that usually happens when you have so many drivers who all operate in their own ways.

I would like to pass on the views from Blueline as an operator and how we would like the format to be which I feel will benefit not only us as an operator but other operators of all sizes and of course the smaller 1 man bands.

We feel there should be

- No age limit on first licensing, so long as it meets the emission standards at that time.
- No terminal age limit or if there needs to be one then we suggest 10 or 12 years.

A 10 year limit would allow a driver to buy a 4+year old vehicle (As not everyone can buy from new) and run it for 5 years before needing to change. Therefore having a lower cost implication on the driver. This was mentioned in the meeting by other people in the room.

- Emissions to be of Euro 6 standard as at any time the vehicle may need to enter the CAZ whether Newcastle or anywhere else should more be put in place.

Once again thank you for your time and should you have any questions please feel free to ask!

Thanks,

Ben Bell

Operations Manager

Blueline Group

31 - 35 Sycamore Street

Wallsend

NE28 6TH

Direct Line:

Use our new Smart phone APP's to directly book your taxi. You can Book your Taxi On-Line with Blueline. See our web site for details of both these Queue jumping options.

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## Hackney Carriage and Private Hire Licensing Policy Consultation

1 message

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**Kenneth Muckle** ·

11 November 2019 at 07:18

To: licensing@northumberland.gov.uk

Dear Tasmin Hardy

With reference to the above I feel that the time scales are pretty reasonable and I thank you for the opportunity to express my opinions on this matter.

1. New Vehicle Licences : This condition appears to be reasonable, I do think it should detail as to the fact that it covers all vehicles i.e. commercial vehicles, and licences whereby by the are renewed after the date of expiry and also the transfer of licences. I would like to see all conditions applicable detailed in any policy.

2. Very reasonable, but again does it apply to all factions. (commercial vehicles)

3. My opinion on this section is, not a great deal of investment has been made over recent times so I would have thought this sector could have been brought into a likewise regime as no. 1

4. Quite simple but can we have all details brought in to policy to avoid any confusion, Is there an age limit on these vehicles.

Thank you

Kenneth Muckle  
5 Stephenson Court  
Bedlington  
NE22 5DQ

11/11/2019



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## Hackney carriage and Private Hire policy consultation

1 message

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**Arran's Cabs** < >  
To: licensing@northumberland.gov.uk

2 November 2019 at 14:32

Dear Sir, I write regarding the proposal #2 to scrap any vehicles which are not a euro 6 specification on the date April 2023.

I would appeal against this decision as surely it will encourage the unnecessary scrapping of well maintained, low mileage, low emission vehicles prematurely therefore causing worse environmental damage than keeping them in the road. As well as causing financial hardship to some drivers.

Maybe make the acceptable emission level lower at MOT stage so those vehicles which aren't as clean would have to be replaced yet the ones which pass are allowed to remain on the road, in use for their natural life (which as a taxi is generally not more than 5 years anyhow).

Thank you for your consideration.

Yours sincerely,

Karen and Arran Ord  
5 Tennyson Court  
Prudhoe  
Northumberland  
NE426RJ



**FAO of The Licensing Manager , Housing and Public Protection.**

**Hackney Carriage and Private Hire Policy Consultation.**

With reference to your recent communication concerning the change in strategy on age of licenced Vehicles.

I agree in principle with the plan to bring all vehicles within EURO 6 emissions standard.

My concern however is with the age restriction on certain vehicles, I operate in a very specialised Field within Private Hire.

My work is subject to conditions which can not normally be met by general Trade operators.

My cars are of high executive quality with a high front end value an a build quality which exceeds the normal vehicle used by the Trade.

My Current car licensed with you, is a Mercedes Benz S350 LWB limousine class Diesel saloon.

This car was first registered on 29<sup>th</sup> of September 2012, the car will achieve 8 years in 2020.

This car is already EURO 6 compliant ( Document from MERCEDES BENZ attached in support).

Due to the nature of my work which is solely for the Royal Courts of Justice and Government Offices

The vehicles must be maintained Physically and Mechanically to a higher standard than conventional vehicles.

The car is serviced and maintained by Mercedes Benz in addition to compliance checks by Your Authority.

The life of these cars is anticipated well in excess of 8 years especially if maintained Physically and mechanically in line with manufacturers and Local government lines in respect of private Hire.

I see no reason there fore that the car should be disqualified from Private Hire in excess of 8 years provided it meets The Authorities conditions.

The car currently has covered 90000 miles an average of 11250 per year and has the quality and Status to give many years of good service to my clients.

This car is also cleared by Transport for London to be exempt from ULEZ charges having attained the the required emissions.

I am sure there will be other Operators who my find themselves in this situation.

I ask therefore that these vehicles are taken into consideration when final conditions are applied.

Please be aware that as a responsible Operator I am fully in agreement with the Authorities, Efforts to protect the Public and The Environment.

Raymond P Hunter MSOE MIRTE. AMIRTE.MIMT.

Owner Operator, Automotive Engineer

Sandown Limousine





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## Hackney Carriage and Private Hire Licensing Policy Consultation.

1 message

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**Michael Rimmer** <

To: licensing@northumberland.gov.uk

31 October 2019 at 06:54

Sent from my iPhone

I have read the communication with regard to the above. Euro 6 and age limiting of vehicles.

The core proposal seems to make good sense and will do much to improve the overall standard of vehicle in the trade.

I think it would be important to consider the proposed changes with regard to the impact it may have on Council school contracts and the like.

With regard to Accessible vehicles, which are more costly, it is not a level playing field financially for proprietors with Accessible vehicles. Compared to an ordinary vehicle plying for hire on the same taxi rank, which could pick up a wheelchair user without the need of an access ramp.

Owners of Accessible vehicles have an unfair onus burdened upon them.

This question needs some serious reconsideration in order to make it a fair and level playing field for all proprietors.

Similarly the question of taxi testing Outwith the area in which a vehicle plys for hire is also very unfair at present within the current guidelines.

I really hope some good common sense can prevail here.



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**consultation**

1 message

JD

31 October 2019 at 15:04

To: "licensing@northumberland.gov.uk" &lt;licensing@northumberland.gov.uk&gt;

Hi Team at licensing having read the proposed plans for taxis and private hire vehicles in the county I must object most strongly as these plans are something that no one can afford.  
I would like to know who thought this up as I can see they have no idea about the trade and how over the last few years business has gone down and this is country wide not just the NORTH the taxi trade is dying on its feet and all you can do is kill it slowly with this plan to make people change there vehicles every 4 yrs.  
I am aware North Tyneside are also doing the same and I am sure other councils will follow suit much to the objections of the trade Personally I retire in 3 yrs but I was hoping to still do a little driving buy these plans will stop me from doing this

TNX Mr J Dixon (an owner driver of 37 yrs)



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## New Taxi Proposals

1 message

7 January 2020 at 19:54

To: "licensing@northumberland.gov.uk" <licensing@northumberland.gov.uk>

Dear Licencing,

This is regarding the concerns I have over the taxi proposals. There has been little time given for these proposals to be implemented or commented upon and I would like stress how much I feel discriminated.

Taxi proposals I am against:

**New vehicle licences:** A 4 Year vehicle age policy.

**Existing Vehicles:** Adopt a maximum 8 Year vehicle life.

I have been in the taxi trade for 15 Years and I have never doubted that it would be brought to end due to the requests from the Councils Licencing.

I will look forward to hear from you.

Mr Kane

