

What is your name/Company name?	Any further additional comments
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3	The 4 year rule for vehicles will put more financial pressure on us having to buy such a new vehicle. As far as euro 6 emissions are concerned I'm not against this but your research may be inaccurate as they started for diesels engines around 6 years ago and for petrol even longer. I disagree with the 8 year rule as that age doesn't necessarily mean the vehicle is unsuitable. The condition is the important factor. My current vehicle is now 10 years old but does not look like it and I keep it in good condition as do most drivers, so maybe each vehicle should be considered individually and as they are subject to 2 or 3 tests per year after a certain age they have to be kept right. In 33 years as a taxi driver I'd say over 90% of passengers don't know what car they're in or how old it's but care mostly that it's clean and doesn't smell.
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8	You will end up with no wheelchair access vehicles or people carriers as to have Euro 6 for cars & commercials will be far too expensive, after covid there needs to be a period for the trade to recover
9	The age of vehicles is going to put a lot of companies out of business especially when we are just recovering very slowly from the pandemic
10	The trade needs to recover before heavy financial situations are put onto it .
11	To costly to do Euro 6 and only 8 year london are 12 year
12	My Minibus is licensed as a private hire vehicle, it is just turning 8 years old, it gets used mainly for our school contract, and for some jobs on the weekend, it is very low mileage for its age (124K). I strongly believe there is five years left in this vehicle and recently priced a five year contract that we were awarded on that basis.
13	Taxi testing should be carried out in the town in which the Hackney carriage plus for hire,example Taxis with BT prefix should be tested in Berwick upon Tweed.
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15	If you amalgamate the zones then taxis from more rural areas will start to work and park up at the ranks in the urban areas to the detriment of the more rural areas. Let any zone taxi be hailed and pick up at a queue on a rank but only the zoned taxi are allowed to rank up.
16	The trade needs to recover there are other ways to reduce emissions without the huge financial burdon only operators with hundreds of cars will survive things are bad enough for the trade
17	There's not enough money around to replace vehicles every 4 years it's as though council doesn't want taxis unless fares are increased and the cost of licenses are reduced considerably how can you report accidents at weekends unless licensing officers work the weekend
18	The age of a vehicle should not determine the end of its working life as long as it conforms to all standards set by county council. also the age of a vehicle to come on as a service vehicle should not be limited up to 4 years old as long as it is Euro 6 at the time of licensing.
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22	The age of vehicles should not be limited to 8 years. If vehicles are conforming to current criteria set out by county council. Also the age of a vehicle to be newly licenced should be any age as long as they are Euro 6 and pass all standards set out by county council
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24	The age cap on vehicles put a lot of independents out of business while we would agree to new vehicles four years and under the eight years is not acceptable due to miles we do being a small company for example our eight seater is on a 2014 plate and has still only covered 133'000 miles which is only 19'000 per year therefore the cost would not be feesable for the small company the last time this happened which was brought in by pressure from the larger companies we lost a load of the small independents
25	Full electric vehicles have the same chassis and running gear as a conventional vehicle.They should be treated the same as the only basic difference is the power source.
26	I think it's the wrong time we're just starting to recover from covid-19 and the age of vehicles will put a lot of companies out of business the small companies can't afford to replace vehicles, we are already downsizing
27	Consultation should be in all formats
28	No one can afford this , Zones should stay for passenger safety
29	No one can afford this , Zones should stay for passenger safety
30	No one can afford this , Zones should stay for passenger safety
31	Trade can not afford this no wheelchair vehicles due to cost Zones should stay for passenger safety
32	ZONES FOR SAFETY
33	LET THE COUNTRY RECOVER!
34	ZONES SAFER , TOO SOON FOR MASSIVE COSTS FOR TRADE
35	ULEV / euro 6 vehicles are available form 2015 , they should be allowed to be put on as a taxi
36	DANGEROUS ! TOO COSTLY AT THIS TIME
37	TOO SOON AFTER COVID
38	JUSTIFY THE COSTS TO THE TRADE!
39	As an operator who employs 7 staff the vehicle age rule that you wish to bring in would leave me ruined as an operator, I currently have 5 vehicles all of which are on finance for at least another 2.5 years. If this rule was to come into force I would have vehicles still on finance which wouldn't be allowed to be used as taxis. Thus would mean I would have to dismiss all my staff and go back to being a owner driver once again. What about wheelchair accessible vehicles are they being given any more extra time on the road? Also when do you propose these new rules to come into force?? Thanks Keith Morrison

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42	To costly to a trade who have taken a huge financial hit ,
43	Need to remove the need to carry first aid kit and fire extinguisher as we are NOT trained in use of these
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51	DANGEROUS
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53	Being a new company and hopefully coming out of a pandemic,we are just getting established and having to renew vehicles and struggling to get drivers it is an expense that is unrealistic and would force us out of business.
54	DANGEROUS FOR CUSTOMERS TO REMOVE ZONES
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58	While these have been unprecedented times I do believe the changes to the ages of vehicles will put a lot of drivers and smaller operators out of business. The industry has already suffered massive losses of drivers & operators during covid and at present supply does not meet demand for the public uses. I do hope the council reconsider there proposals on the age limit of vehicles etc as this will effect a lot of the taxi trade who are not in a position or have the means to buy or renew such vehicles as frequently as been proposed.
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69	While these have been unprecedented times I do believe the changes to the ages of vehicles will put a lot of drivers and smaller operators out of business. The industry has already suffered massive losses of drivers & operators during covid and at present supply does not meet demand for the public uses. I do hope the council reconsider there proposals on the age limit of vehicles etc as this will effect a lot of the taxi trade who are not in a position or have the means to buy or renew such vehicles as frequently as been proposed.
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78	48 hours to report an accident. If it happens on a Friday night noone will be receive the report until Monday. The age of a vehicle doesn't matter as long as it is euro 6 and passes an mot
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85	Zones should be left as they are as it is hard enough now without other taxis coming into our area.
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95	TOO MUCH FINANTIAL PUT ONTO DRIVERS
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99	If the age limit is introduced the staff I now employ will be made redundant due to costs of new vehicles which are on back order of more than a year and a half due to micro chip shortage
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111	Even though I disagreed to the clause that states condition of vehicles regarding emissions and age, I strongly agree with the vehicles comply to Europe standard. On the age I strongly disagree as most of us buy our vehicles on credit and because of the prices of the vehicles increased dramatically, it is not possible to pay-off on short term. Therefore if the vehicle age limited for the use of Hackney and private bookings, it will keep us on the debt trap. I stayed neutral on the placing a notice in vehicles containing details of how to make a complaint, we already have a notice inside the wind screen which contain vehicles licence details also. For such notice to be displayed in the vehicle, we will need to look at the safety aspect as front windscreen obstruction need to be minimal to facilitate the full view of the traffic. Also anywhere else will not be suitable as for myself, I work mainly nights and pick up passengers from pub and clubs. In the past I had no smoking stickers peeled of by drunk passengers, my Covid safety screen pulled down etc. Therefore in my opinion, we have information in the vehicles and that's sufficient enough
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114	job losses
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119	Reintroduce school contract plates as many vehicles specially Minibusses which only do low mileage on contracts and are not used for taxi work These proposals are totally unacceptable. If a vehicle passes an MOT it should be allowed to be used. Item 11 is giving certain companies i.e. Snaiths in Otterburn the excuse to use unlicensed Taxis. They have already been caught by Enforcement of Soliciting for Fares at venues in the Otterburn and surrounding areas, NCC failed to prosecute. Also charging the customers sometimes four times the amount of a normal metered fares would be. If these proposals go ahead School Transport will lose upto 50% of the Taxis. Do Licencing and School Transport not communicate with each other.
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125	Taxi driving is hard enough at the present without imposing tougher licensing laws for drivers and operators, as long as cars are fit for purpose and are mechanically sound there should not be a problem.
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127	Agree with any change or new vehicle being Euro 6 and less than 4 years old but disagree that maximum age of vehicle is 8 years old. Reason is cost of replacing every vehicle once 8 years would lead to increase in costs which inevitably would reduce chance of recruiting new drivers due to earnings with extra costs needed of replacement car every 8 years would lead to higher monthly outgoings per vehicle. This would not be a viable solution.
128	drivers would be happier iff the age of the vehicles could be 6 yrs not 4 i have 2 vehicles which are 8 yrs and 10 yrs no way can i afford to replace both vehicles together, and i think also a lot of drivers would be forced to look for other jobs, and school contracts would be badly affected
129	We need cctv in to protect the driver from false complaints? First aid kit and fire extinguisher need binning? Online applications for licences need to stay? Old type licence needs to return (rear licence plate number ONLY) BE GREEN? Council need to act to protect the driver after an accident, (vehicle replacement test and licence within 72 hrs of the accident being reported? Any complaints made against the driver minor, (they took me the long way or they charged me this and others charge that etc) need to ask for admin fee from the person complaining to cover a false complaint, if proven the complaint was true, then admin fee will be paid back to the complantee and correct action taken against the person-s(we are paying are licence fees to protect all so false or opinion related complaints will be kept to a minimum) Interim testing should be or could be carried out and any government testing station, with the main test carried out at the council depots?
130	Keep it zone as it works well and after 20 plus years don't want to pickup in other zones best to stay as is
131	Complaints is in vehicles on dash any way . Keep it zones . As drivers don't know the other zone area
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135	A change to the age limit will cause unnecessary hardship to operators why should customers able to make a complaint when we cannot even telephone licensing!
136	No
137	How can you report an accident within 48 hours when no one responds to emails or answer the phone ?? Are the details for a complaint already in Hackney Carriage vehicles as the small internal replica of the plate should be displayed inside the vehicle with the complaint instructions on it. That's if you actually supply the wallet that we pay for in our licence fee so we can attach them to the windscreen.!!
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141	Firstly the opening up of the 6 zone to one is not the way forward!!! You will have operators who do school work from one area to another staying and working the rank or station and this will take work away from the operators who only work in them areas !!!! Example- taxi travels from Morpeth to Berwick with school run and gets paid can then work thr street or station and make more money yet they will be taking away from the local operators!!!! They can then decide if they want to work the busy areas at the weekends!!! Again very unfair on the operators/ drivers from that area they are taking any there living!!!! Safety is a big issue!!! Police even say you should not get into a taxi that's not from your area!!!! Members of the public could be put at Risk!!!!
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143	No
144	Drivers of PSV have the same DBS check as taxi drivers and if working for the same firm can be deployed in cases of sickness or unexpected emergencies
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146	Opening up all zones is completely unjustified and unfair to the drivers who already operate in their own zones . It also makes a mockery of the local knowledge of the zone youre working in test you take and I personally would not want to work in a zone which I have no knowledge of , which I am sure would be the sentiment of the majority of drivers working in other zones
147	A Hackney carriage should be allowed to work fully and ply for hire throughout the whole of the Northumberland area
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150	Given the current state of trade the reduction in vehicle age would drive more out if business
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157	If the zones are opened and a deadline on vehicle age come into place , I could see a lot more taxi drivers packing the job in . The taxi industry is already very short on drivers and the public will be the ones to suffer
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162	No
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167	Hi I don't think opening the areas to one is a good idea. the only companies that will benefit from this is bigger taxi companies I.E Phoenix & Blueline Etc. All the single owner drivers that make their living just working the local taxi rank. will suffer the most. As far as the vehicle ages are concerned I do believe there should be a age limit but bringing this in at a time when we've just come out of a lockdown and a pandemic is a bit of a joke. Drivers including myself have not got the funds to replace cars at this time. If this is going to happen it must be done over a long period of time to give everyone a chance to sort something out I would like to change to electric vehicles but until the network is large enough to support the electric network it's not workable. I live in West Northumberland where there isn't a great deal of chargers which makes it almost impossible to work. Getting on to companies with PCV licenced operators should not be able to hold a private hire operators licence. That is open to abuse I have a PCV operator in the area where I'm working and they do nothing but flout the rules. picking up off the street as a Hackney Carriage- this has been reported to the licensing department time after time. They even caught them after they got picked up themselves and again nothing happened it still goes on everyday. Will there ever be anything done about it ????. I VERY MUCH DOUBT IT .
168	The new vehicle one will cripple same businesses like my self and will be really expensive.
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170	In the current financial climate i think these rules are too extreme bringing unnessarily costs to owner/drivers. We have had this raised before most drivers dont want zones to b dropped.. I dont know why electric cars should b exempt as there running gear wears just like a petrol or derv car..
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173	Would a wheelchair accessible vehicle have a longer taxi life than a normal car due to the cost of renewal?
174	keep zones
175	NCC need to get their licencing department working properly getting licences out on time instead of thinking about changing policies
176	KEEP ZONES. WOT TIME LIMIT OR AGE OF TAXI. S TO GET NOW .
177	Disgraceful after the recent times most of all ncc been shut so have noticed the impact on staff and taxi drivers wages now you expect them to buy a new vehicle 2018 + which will be no good in 4 years (most people might have just finished their finance). Great for the big companies
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181	The introduction of such a short age limit on vehicles will drastically reduce the amount of taxis due to the huge outlay, especially with electric cars and their cost on the horizon.
182	Zone's have different fear rates would the lowest go up or the higher come down.

183	ZONES: I think zones should be kept to stop larger firms cherry-picking areas on any given time. As it stands we have cars in the Wansbeck zone with Alnwick, Blyth, and Newcastle plates. This is killing smaller operators. Main culprit, Pheonix buying up local firms which leads to plates designated for this zone not been in this zone. As a result there are people stranded at 3am waiting early morning for taxis. Abolishing zones only make this worse. If anything, the council should be forcing cars to remain in their own zones unless pre-booked and return to base once complete. Look around daytime shift and notice floods of cars from other zones. In my opinion, the people creating and implementing policy have no working understanding of what it is like to be a taxi driver, and big firms like Phoenix and Blue Line are wrecking it for everybody and am sure this will be repeated by many others taking this survey.
184	The new proposed limit of 8 years for the age of the vehicle for providing a licence is not enough I feel 10 years would be a fairer limit to put in place for the age of a vehicle
185	your itu badge requires enhanced dbs check so there shouldn't be any difference between hires and contract work if you open the zones up you are killing the small taxi companies and owner operators because the bigger companies will just flood the profitable areas with cars leaving owner drivers and small companies up the creek we provide a better service than any of the larger companies we run on time and treat customers with more respect if you open the zones up you will open the floodgates for more complaints from customers keep the zones and clamp down on blyth valley cars working in ashington in the past few weeks i have caught 1 particular pheonix car picking up off the street in ashington and he pulled onto the rank to pick up a so called booking he shouldnt use the rank as a pick up point and should not be picking up off the street outside of his zone td cars are operating in ashington and a durham car aswell i know this is not illegal doing bookings but shouldnt they observe private hire rules whilst doing bookings and return to base
186	PCV Licensing Different Licensing Regime should be Left Alone, would need to educate the public further I regularly get requests for 9 seat and up to 16 seat taxi
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191	Scrapping the zones will create chaos and a total free for all creating even more carbon emissions as vehicles will be travelling everywhere trying to get work. The age restriction to vehicles will create even more hardship to a trade that has already been decimated by the current COVID fiasco causing additional unnecessary hardship, and financial stress especially to smaller companies. These changes feel like a personal attack against smaller operators trying to force them out and keep big business happy.
192	Not enough work in the wansbeck area for the wansbeck plated cars presently, the taxi ranks aren't big enough for the cars already plated here. Its unrealistic to expect us to find £25000+ for new vehicles during a pandemic and when there's so much antisocial behaviour, leading to cars being damaged by youngers throwing stones
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194	Only agree to changes if it applies to everyone and no special exemptions are given to certain companies and should apply to all classes of vehicles to prevent the change of vehicle class to put older vehicles on as private hire vehicles which happens now
195	With regards to the vehicle age restrictions I am strongly opposed to this. Prices of vehicles under 4 years old are astronomical and this will only push drivers into debt or away from the trade altogether. I would have thought it would be more sensible to stipulate new vehicles are to be euro 6 and increase the working age. I've been running my vehicle for almost 4 years now and thanks to regular maintenance and taking care of it, it's still a really nice car to drive. It has low emissions and is still a good clean car at 230k miles, however to sell it on with this mileage it is practically worthless and most garages won't even touch it as a part ex so I'd have to spend around 15k on a vehicle which would be worthless again after 4 years. Please take this into account as this is the case for the majority of drivers.
196	I only agree to the ages of vehicles as long as this applies to ALL. some operators change the Taxation Class of vehicles to avoid the Euro 6 rules, and get away with using much older vehicles Taxed as commercial vehicles, this is grossly unfair to the rest of us.
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198	Given the fact that the taxi trade has been decimated by this pandemic and the state of the economy now is not the time to burden the trade with extra costs, as for an age policy on vehicles, why?. if a vehicle is able to pass an MOT test then that vehicle is safe to be on the road as a taxi.
199	The proposed change from six zones to one would be detrimental for the public and drivers. Zones which are deemed to have more work would have an influx of cars reducing the earnings of drivers currently working there resulting in drivers being forced out of the trade as they would not be able to earn a living. The rural areas would suffer as they would have no available drivers, so the public would effectively have no taxis. The current six Zones should remain as is and All drivers in those zones would be able to earn a living. Any Zone changes would be detrimental for the Public as well as Drivers. It is only the Greed of large companies like Phoenix and BlueLine, etc that are never satisfied with what they already have. You would lose your independent drivers and small owner/driver companies. SO A VERY BIG NO TO ONE ZONE.
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201	In the Manchester area, the council have agreed that a car no older than 5 years can be licensed as a taxi & must come off the road when aged 10. The Manchester area is by far a more densely populated area than Northumberland? So why do we have stricter rules being proposed? I run 5 vehicles all euro 5 emissions with the exception of 1 & should the proposals be implemented then I would have to give notice on 4 school contracts and make 8 people redundant!. I would be happy to have grandfather rights on my current fleet until they become beyond economical repair. This would then give me a fighting chance to replace my fleet as each one becomes so. My fleet are serviced & go through a thorough safety inspection every 6 weeks regardless of mileage when been tested by the council my euro5 fleet are meeting the euro 6 emissions standards, that's how good my fleet is. I hope you take my valid points into consideration Thanks
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203	i believe changing vehicles to euro 6 is a good idea to reduce emissions, however having to change vehicles after 8 years will put taxi drivers under stress because a lot cannot afford them while under current covid problems
204	Will hybrid/electric vehicles be exempt from age policy ?
205	YOU ARE KILLING OUR TRADE OR WHATS LEFT OF IT
206	Let us recover please

207	Depending upon your decision all vehicles currently licensed should be allowed to operate until the proprietor decides to replace it regardless of age,also under the proposed system due to the new emission standards there is no real need for an age limit.At the present moment the trade hasn't recovered from the pandemic,people are not using taxis like they used to,drivers are not coming forward for jobs because they know there isn't enough work,you should also consider the school transport department which most taxi businesses work for,your plans will see a big reduction of available vehicles due to the high cost of replacement vehicles.Shortage of vehicles and drivers will see a huge rise in the cost of school transport to Northumberland County Council which will cost all of us in higher council tax.I'm all in favour of a better service but you have to be very careful that you don't blow it completely.
208	I have sent a document to licensing@northumberland.gov.uk with our additional comments on the above.
209	Enforcing the proposed age limits to Vehicle Licenses will be a detriment to small local taxi business's, I my self may be unable to continue as a taxi business if I had to replace all my taxi vehicles to meet the proposed age limits.
210	With regards to vehicle age restrictions I strongly believe each vehicle should stand up on its own merits, that's why we have MOT's and council tests, some 3yre old car's have 150,000+ miles on and some 10yrs old car's have 100,000 miles, and its down to how the vehicle has been maintained, to impose a minimum of 4yrs old will incurred substantial investment and with the Pandemic driving up the costs of second-hand vehicle's by 25/30% plus associated running cost's fuel up by 40% and servicing and parts up by 50% and it goes on and on, RE opening up the Zones will create problem's with drivers heading to the more lucrative areas and other areas being left with insufficient or no cover, we've just endured 2yrs of the Covid pandemic and a lot of people have left the Taxi trade because it became not financially viable, I've been in the trade since 1984 and have seen it through good and bad, I genuinely believe if the age restrictions are to be implemented it would see a lot more people having to leave the trade, bearing in mind a high percentage are sole self employed operator's, yes I agree in an Ideal world we'd all be driving new car however the current situation we all find ourselves in is far from ideal, I hope you will give my comments consideration, regards J M Scott
211	Follow up email sent to licensing@northumberland.gov.uk
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213	Tariff 1 and Tariff 2 starting price increased to £3-£4 would be good, but to give the customer an increased 'free' distance from the £2.50 and £2.90 prices. It costs £400-£500/week just to pay the bills for a cheap taxi now. Ashington fares are too low, due to short mileage distances. Driver safety: the start of a county-wide database for private bookings would be good, shared among private operators and the police to flag up potentially dangerous customers. One customer I picked up was carrying a hammer!
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219	With all the tariffs being uniform across Northumberland I think any vehicle operating in the county should charge the same tariff, ie Blueline Hackney, PH and also taxis registered from another area as I'm North tyneside charging £1.50 start is unfair to the company's based in your county. It gives them an unfair advantage for the shorter journeys of which they are many.
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221	Proposal to limit age of vehicles is prohibitive. Surely if vehicle is roadworthy and kept in good condition; age should not be prohibitive.
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226	Taxis deserve more moneys
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229	office staff to have dbs
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232	Multi seat vehicle tariff should be higher
233	All office staff to be dbs checked
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