

Name	Comments
Adam Sparks	<p>Hi,</p> <p>I'm response to the previous email regarding the taxi age policy:</p> <p>Personally due to the inflation in price of second hand cars currently, I think the policy should be reduced slightly. In my opinion newer cars are smarter taxis and allow for a more luxurious experience as a taxi service, however the current price of cars and the market means that cars 4.5 years old or newer are becoming harder and harder to obtain and purchase, especially for companies like us.</p> <p>I believe it should be met at a compromise and reduced to 6.5/7.5 years to allow companies and solo drivers to have a better chance of keeping alive, as this will make it more affordable to obtain and replace cars when necessary.</p> <p>Also I think being 4.5 years, you might find that some people are looking elsewhere at other councils (Wolverhampton) as the policies are a lot less strict, therefore if there was a reasonable compromise on the ruling I believe you would keep and even possibly attract more NSDC Hackney/Private hire drivers.</p> <p>Kind regards Adam sparks Yellow Cabs Ltd.</p>
Anthony Corbett BN Gibson	<p>Thank you for your email below and asking for license holders comments and views.</p> <p>Due to the economic planning required to ensure a financially viable business is sustainable over multiple years, any proposed decrease in the current issue of initial licenses of 7 years to below 7 years or a proposed decrease from the maximum license issue of 12 years to less than 12 years, would have a severe adverse effect on our economic sustainability. COVID-19 has reduced our fleet mileage, therefore reduced the financial income compared to the commercial forecast. Over the period of present licensing we will have had far less income than in previous years. During this time the vehicles have had less mileage but have still had the incurred costs of vehicle badging, vehicle tests & MOT's.</p> <p>Moving forward the cost of new & used vehicles have increased considerably during this time which will have a huge impact on our costs moving forward which may restrict the services we are able to offer the community leaving substantial holes in the Council's service to an already stretched care sector. This is also not helped by the considerable length of time it takes, and considerable costs, to get our care workers badged, again whilst receiving minimal income over the last few years. All these continued costs with minimal income will affect our long term sustainability if things are not</p> <p>If a proposed increase in the current issue of initial licenses of 7 years to 7 years+ or a proposed increase from the maximum license issue of 12 years to 12 years+, this would enable us to continue utilising our current fleet with considerably less mileage than forecast. The fleet have incurred continued costs of badging, vehicle tests & MOT's during a time when they have not been able to create an income for the company, and we feel they will continue to be a sustainable fleet well over the current 12 years based on the strict testing carried out every 6 months by the Council.</p> <p>We hope you take our concerns into consideration when deciding on the future of our company and the service it provides, and other company's supplying transport to the care industry, to those vulnerable people most in need of support.</p> <p>Many Thanks, Anthony Corbett Director B.N.Gibson Ltd</p>
Aura Journeys	<p>Good Morning Team, thank you for the email. Please find out thoughts below;</p> <p>4.5.1 – We find the current policy to be a good balance, we appreciate not all providers cannot purchase new vehicles. There does need to be a balance though to ensure Safety and Standards are kept high. We would NOT be in favour of allowing Older vehicles to be registered, Newark & Sherwood have a fleet of good quality vehicles compared to neighbouring districts. The focus should be directed towards bringing the Tariffs in line to allow the operators opportunity to keep their vehicles within the current rules.</p> <p>Our stance would be firmly against relaxing the age limit, we are proud to be licensed by NSDC and feel it keeps the quality of service high which reflects well on the area. We are sure that if the rules are relaxed you will see further vehicles failing tests and poor feedback from the passengers.</p> <p>Kind Regards Admin Team</p>
Carl Warren	<p>Hi my name is Carl Warren from All-wayz Travel my thoughts are that with vehicles are being made of better materials and lasting longer and while they have a valid MOT to say they are safe they should be allowed to continue being used or given a age of at least 15 years. If not then taxi firms will register with other councils that have longer lifes on vehicles.</p> <p>Carl Warren Partner in All-wayz Travel</p>
Christopher Carlin	<p>I believe that the vehicle age restrictions currently in place should remain as they are</p> <p>My reasoning is because as vehicles get older they are falling lower in safety ratings as opposed to newer technologies</p> <p>Also vehicles that are older despite mileages have more chances of the likes of airbags failing to deploy</p> <p>Also older vehicles are more likely to have higher carbon footprint as they reach a higher age and mileage</p> <p>The only way I would like to see the age been increased is on the likes of fully electronic vehicles as that would promote the taxi industry to take a greener route and be less polluting to the local towns and villages</p> <p>Maybe some sort of incentive could be put in place for the transition from diesel or petrol into fully electric vehicles</p> <p>Kind Regards Christopher Carlin</p>

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Christopher Carlin additional comments	<p>Hi Nicola/Anna</p> <p>One other thing I believe should be brought to attention is another small increase in the tariffs to go with the current and upcoming inflation as fuel has drastically increased since the last rise and it has been just over 2 years already since the last one</p> <p>I have also had my insurance renewals come through which has also seen a 20% increase and my dad has just had his too which is a 22% increase</p> <p>Also cost of Tyres have increased by 15% compared to last year</p> <p>I only mention these as we really don't want to go 10 years plus like last time before the rates are reviewed</p> <p>Kind Regards Christopher Carlin</p>
Damian Bull	<p>Hi In my opinion I think the standard vehicles should be extended to 10 years because the quality of the cause as got better. As long as they pass a current mot and are clean and acceptable inside. And as for when you can Licence a vehicle I don't think there should be an age at all until they are 9 years old obviously as long as they are clean and presentable and pass current mot. I feel this would definitely help small businesses like myself expand without a great expense</p> <p>Many thanks Damien</p>
Damian Carlin	<p>Good afternoon,</p> <p>I believe it would be in the best interest with inflation in particular the price market for vehicles going up so high recently to allow new vehicles to be plated at under 5 years old of first registration not under 4 years of first registration.</p> <p>To put this into perspective my vehicle is now valued £5500 more than when I bought it in December 2020 even with the current mileage.</p> <p>As far as the age limit requirements, I believe with the 6 month inspections if the car is road worthy and still looks presentable then extending the age limit by an extra year or possibly 2 years would also be advantageous and I think the majority would still renew there vehicles within the original 8 year age limit anyway.</p> <p>I hope this helps you come to a conclusion in your assessments.</p> <p>Kind regards Damian Carlin</p>
Florin Cocut	<p>Dear all</p> <p>My name is Florin Cocut, independent taxi driver in NSDC and as I stated in the questionnaire I think the age of the licence cars it should change 5 years old at first license and no longer than 10 years old. We all know that the NSDC want to keep a decent taxi fleet but the amount of the private hire cars licences in different councils ... they are older than 12 years (DG CARS) Another reason to extend this is that most of the taxi drivers invested a lot in buying not decent but nearly new car and we can run them even more than 10 years. On the top of this we had COVID around and car prices went up a lot. For example if a good car cost 15000£ 5 years ago now cost 20000£.</p> <p>I hope you will consider all my motives for changing the age of the cars license in NSDC</p> <p>Thank you Florin Cocut</p>
Florin Zoltan	<p>Newark & Sherwood District Council, should give us a chance to keep taxi jobs as business for us as well, not only for customers, cars retailers, insurances companies and mechanics, and licences!!!</p> <p>Any car should be allowed to provide taxi services with an no older then 10 years old when apply for renewal rule! If the car is in good and safety condition by passing the MOT test. 2 years will give us as taxi drivers or companies to survive and to save money for the new cars. And 5 years old sounds good enough for first application fir taxi licence!!</p> <p>Not many taxi drivers would still be able when finaly the monthly instalments for their taxis are at the end and their cars cannot be sells at the right price because if mileage, to get in to a new payment plan for a new car because if age .</p> <p>Please keep in your mind, that our taxis are well maintained with new parts for sure. And this maintenance it cost money on the top of licence fee, insurance, MOT, fuel and monthly instalments for car finances!!!</p> <p>I really hope that you understand my point of view, and you will take in consideration!!</p> <p>Thank you Florin Zoltan</p>
Gniewomir Deba	<p>Good afternoon</p> <p>Regarding taxi age policy I think it should be 5 years on start and no more than 10 year old when taking off license. As prices of cars are very high same as cost of running and wear & tear it's really hard to change cars to often also recent demand for taxis is low and prices are so low as well that is really hard to save enough money to buy new car. If average taxi driver will take finance for 5 years and car at purchase was 3-4 year old (to expensive to buy new one even on finance) that's mean car will have 8-9 year old when finance paid off taking new car again on finance that's mean taxi driver never get out of finance if age would be extended that would give 1-2 years break of finance. That's my thoughts hopefully you'll consider that sample as there is more I could give.</p> <p>Thank You Kind Regards Gee -Gxpress Cars</p>

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Helen Gent	<p>My apologies that I couldn't return the statement by 5pm due to a vet emergency at home, but I have got it in on the correct date!</p> <p>I write this statement to be considered and included in the upcoming decision-making process on 10 March 2022.</p> <p>In June-July 2021 I took my taxi exams and gained my personal taxi licence. Unfortunately though, I couldn't register my own 9 seater van as a taxi, because despite it only having done 32,000 miles and being in mint condition, it was 4 years and 5 months old. This meant it feel just 5 months older than was accepted at first registration.</p> <p>So I went to work for Yellow Cabs. There I was driving 5 seater vehicles which had done 250,000 miles and were regularly breaking down literally weekly, whilst my own almost new quality 9 seater was sitting on my drive, unable to be used.</p> <p>This seemed totally asinine. How could a 250,000 mile car at the end of its driving life, and breaking down weekly, be on the road, when my 32,000 almost new van was deemed unsuitable?? The reasoning was very faulty, and somewhere meant the rules were not correctly aligned, in order to work efficiently.</p> <p>So in addition to the £500 I spent on my taxi licence, I now was expected to buy a new car out of my own self-employed pocket. But where was I to find the £23,000 I would need, to replace my own van with the newer 3yr old model? Afterall, I can't get a personal loan if I'm not working yet. (See attached Auto Trader advert)</p> <p>So that was immediately the end of my taxi driving dream. I had to go and with for someone else - Yellow Cabs. I was taking total fares of roughly £120 per 10 hour driving day, and paid 40% commission on that...so I was taking home £48 per day, which for a 10hr shift is £4.80 per hour, and with being self-employed, I would have to pay my pension, sick pay, holiday pay and taxes out of that. You tell me, how is that possible? Now tell me how I use this income to save up to one day buy my own £23,000 under 3 years old taxi cab??</p> <p>It's not possible. This is why there is such a colossal local and national shortage of taxi drivers. Because what fool would work for gross £4.80 per hour. In fact, my best day of takings in the 5 months I worked for YC, was £280 - I had driven a SEVENTEEN hour shift and was exhausted...I earned £112 for my 17hrs of work, and on my 40% commission, had taken home just £6.58 per hour. Quite honestly, that's disgusting; it's wages I'd expect perhaps in an unregulated 3rd world country, but not the UK in 2022. I couldn't afford to either pay my bills or eat, and even though I was a full time working person, working 50-90hrs every week, as a single mum with no benefits, I had to start using a local food bank to be able to always put dinner on the table.</p> <p>In fact the NSDC's rules as they currently stand, are single handedly preventing aspiring taxi drivers from becoming taxi drivers. Because how can ANYone live with sauce a low income that only allows for a life of squalor?</p> <p>I want to work for myself and drive my own very decent, expensive and suitable 9 seater van, it's the ONLY way I can make a decent living - so why can't I? Because NSDC rules are so narrow and prohibitive, that only taxi drivers who can afford to drive almost brand new 3yr old cars, can even break into a taxi driving career, and those, as we know, are few and far between. This is what is creating the taxi driver shortage.</p> <p>So, I propose 1 simple, transparent change; the vehicle age tier system is scrapped, in favour of ONLY ONE simple maximum age rule - that all vehicles must be under 10 years old, upon all registration/licensing, whether first or second registration.</p> <p>Why? Because:</p> <p>A) Disabled taxis are permitted to safely drive on the road until 10 years of age before they must be retired. If a disabled taxi is safe on the road with vulnerable customers at 10 years old, why is any vehicle not safe on the road at 10 years old?</p> <p>Why should cars not registered as specifically disabled, be discriminated against? After all, in my standard 5 door Skoda estate Yellow Cab, I regularly took disabled users and their wheelchairs? I had to - because there aren't enough disabled taxis to go around as many people as need to use them. So disabled people have to make do with standard 'non-disabled' vehicles.</p> <p>Making rules tougher for taxis not registered specifically as disabled taxis literally discriminates against every single disabled service user who has to get a standard taxi, because there cannot get a disabled taxi - because demand for disabled taxis outweighs supply.</p> <p>B) Regardless of the age or mileage of a vehicle, if it passes the relevant council quality and safety checks and MOT, then it is safe to drive FULL STOP. If a car is safely driving at 30,000 or 300,000 miles on the clock and passes it's MOT and checks, then safe is safe.</p> <p>So why then is a 4.5yr old van at 32,000 mileage seemed less safe than a 7yr old car at 250,000 mileage? Why can the YC car be on the road, but my van can't? That doesn't make any sense from a safety aspect.</p> <p>A car that passes the council checks is safe if it passes, regardless of age or mileage.</p> <p>C) Why is a 7yr taxi allowed on the road at all when my 4yr old taxi isn't? Why does it matter how many times it's registered, whether first or second - point is, my van is younger and technically safer than the 7yr old vehicle currently on the road - less likely to break down as frequently and in much better aesthetic condition both internally and externally.</p> <p>D) Why should I be discriminated against and unable to have the chance to drive a taxi, because as a single mum, I don't have the personal wealth to buy a very expensive 3yr old car?</p> <p>By March, my 9 seater van will be 5.2 years old, because it's taken so long for this issue to be debated. Unless the age is one fixed level age of 8/10 years, extending the tiered vehicle age system by just 1 year to 5yrs at first registration, will still make absolutely zero difference to either me or any other assuring taxi driver, and will make no difference at all to your local and national driver shortage.</p> <p>If you want more taxi drivers then let us in, give us a financial chance to even become a driver. Extend one flat age requirement and by the next day, I can add one more VERY MUCH NEEDED 9 seater vehicle to the district's taxi fleet.</p> <p>I would love to attend the meeting, so please tell me details of how I may attend and speak to represent this statement.</p> <p>Many thanks in advance.</p> <p>Kind regards, Helen Gent</p>
Ian Orgill	The NSDC policy of 8 years maximum age at renewal is ridiculous when other licencing authorities nearby allow 10 years. There should be a national standard for all authorities to follow.

Name	Comments
Lee Dawkin	<p>Hi, thanks for the email.</p> <p>I understand the initial reasoning when the policy was changed saying vehicles must be under 4 years old when first registered and not over 8 on renewal.</p> <p>The idea of maintaining higher standards with newer vehicles is good in theory but sadly in reality this does not work.</p> <p>As a NSDC licence holder I abide by the policies like most of the local Taxi operators but I feel the current policy works to our disadvantage.</p> <p>As you are aware for the last few years Newark has been over-run with Private Hire vehicles which are licenced elsewhere and operating under a 'legal loophole' to do local taxi jobs.</p> <p>None of these vehicles have to operate to the same age policy as we do.</p> <p>Any vehicle regardless of age is only as safe as its last MOT and Taxi test and as these checks are carried out at the NSDC Depot there should be no problem ensuring all licenced vehicles are safe and clean and of a suitable condition to do the job required.</p> <p>I can understand the need for saying there must be a cut off age when a vehicle is deemed to be to old, but I feel there is no logic in the first registration age.</p> <p>That should be left to the individuals choice and financial circumstances.</p> <p>It is my intention to renew my vehicle in the next year. Under the current policy I will have to buy a vehicle under 4 years old at great expense which will be doing the same job as many of the Private Hire drivers who are operating much older cars.</p> <p>To me that does not seem right and the fact they are not even locally licensed it really does go against the grain.</p> <p>I have built my business over the last 8 years on quality of service and have many loyal customers. The age of my taxi has never been a relevant issue.</p> <p>Kind Regards Lee Dawkin.</p>
Marius Iacob	<p>Good morning, regarding this matter, on my opinion the vehicles should be under five years old on first registration and how long they pass an MOT test should be kept as a taxi until get to twelve years old on renewal.</p> <p>I agree for wheelchair accessible hackney carriage and minibuses must be under Seven years of age when first licensed butt they should be used until fifteen years of age on renewal.</p> <p>King Regards M.Jacob</p>
Neil Smith	<p>Good Morning,</p> <p>Given the recent activity of taxis from outside the District; I have attached the NCC policy, for some consideration.</p> <p>Cars manufactured in recent years are of a higher specification and quality, so see the potential argument of vehicle licensing being extended to 10 years if properly maintained and meet emissions criteria if relevant</p> <p>Also for consideration would be, (as a public service) is in regards to environment emissions considerations amd control, not just the age of a vehicle as seen also in the NCC policy</p> <p>Kind regards Neil</p>
Paul Dowd	<p>Hi,</p> <p>In reply to your email about age of vehicles and possible changes,I think it would be a good thing if the rules where changed to say up to 10yr old vehicles for use as taxis(not wheelchair or buses).</p> <p>As they are tested twice a year and mot'ed once a year the mechanics are very good at the council yard and they would know if the vehicles are road worthy and tidy enough to carry on using as a taxi, I have seen some very nice taxi's that are at the age limit and have to be removed, how old the car is does not necessarily make it a good or bad taxi, sometimes it's down to the individual owner/driver or company that looks after the vehicle and some do a better job than others of keeping there vehicle/vehicles up to a good standard!</p> <p>This would then allow the proprietor to choose at what age(within the 10yr limit) to plate a vehicle and how long he/she could run it for,IE, put a 6yr old vehicle on and run it for 4yrs or a 2yr old vehicle and run it for 8yrs etc. If the vehicle is mechanically sound and in good condition overall (decided by proper council tester) I think it would be a good idea and would help the owners alot.</p> <p>Yours sincerely. Paul Dowd</p>
Peter Archer	<p>I would like to see taxis licences for 12yrs and under 6 years to start at these present times as motor cars nowadays are 50 per cent plastic have less rot and more reliable as second hand cars as gone up 2 to 3 thousand pounds more verry verry hard for drivers to make a living at present times</p>

Name	Comments
Richard Atkinson	<p>Hi Nicola/ Anna</p> <p>It's Richard Atkinson (Acorn Travel) I am using Ian's email to respond to the above</p> <p>Regarding the above, Nicola knows that I have been saying for over 20 years that the current policy discriminates "US" against other Nottinghamshire districts. Their costs are a lot less than ours as they don't need to replace their vehicles as often.</p> <p>Regarding the vehicles, as far as I am concerned, if the vehicle passes it's H.M. Department of Transport "MOT" test it is good enough to be a taxi.</p> <p>It wouldn't bother me if we had bi-annual mot's</p> <p>I spend thousands of pounds a year keeping my vehicles serviced and maintained to the highest standards.</p> <p>Regarding the current minimum first license age, this is totally out of order.</p> <p>I could buy a six year old vehicle with only 10000 miles on the clock, immaculate condition and service records, but not allowed under current rules. However, under current rules, I would have to buy a four year old vehicle with 200000 miles on the clock and no service history- STUPID</p> <p>Again, if the vehicle passes the "test". It shouldn't matter how old it is , only that is safe, up to standard, clean and tidy.</p> <p>Should you wish to reply to me, please use my normal email-</p> <p>Regards Richard</p>
Richard Belam	<p>Good afternoon, I am currently just a chauffeur driver working for a private company but I feel that you would get more local drivers to operate a mini cab or taxi service if the age of car for registration was expanded, If the vehicles are regularly serviced and registered for the Hackney / private hire plate and in a good condition and uphold all legal legislation then why not let older cars become taxis. This would encourage more local drivers and encourage the local authorities to take control of the surrounding areas regulations and stop larger companies using Wolverhampton & Dudley plates and badges.</p> <p>Thank you Richard Belam</p>
Sean Stevens	<p>Hi I really agree with the change to vehicle age limits.</p> <p>I think the 4 years limit on first register should change to up to 7 years old on first register this will enable us to buy older cars with low mileage at better prices. Buying newer cars is very expensive and as we use them for taxi driving they only last 3-4 years anyway.</p> <p>The 8 years age limit should change to 10 years to fit in with other councils in the area, like Nottinghamshire city council as I can do school contracts with them in vehicles up to 10 years old.</p> <p>Many thanks Sean's taxis Sean Scott Stevens</p>
Simon Sparks	<p>This is my thought on the proposed new policy.</p> <p>I think vehicles should be under six years old or under on first registration and not over 10 years old on renewal. The price for second hand vehicles at the minute is out of the pocket for many drivers. I have purchased four 19 plate cars in the last 4 months at a cost of over £66K. If the cars were allowed to be 2 years older on first registration I could have saved over £20K, and please bear in mind I have 10 cars to look after and replace not just one.</p> <p>Thank you Simon Sparks</p>
Stuart Fletcher	<p>To Whom it may concern</p> <p>Vehicle Age Policy – Newark & Sherwood</p> <p>I write to request a review of the Authority's current Vehicle Age Policy for Hackney Carriage and Private Hire vehicles working under Newark and Sherwood Licence Conditions at the upcoming consultation meeting in March 2022</p> <p>I am aware that all local Authorities have individual policies set and agreed by the relevant people in that area. I also fully understand that the safety of the Customer using the vehicles is of paramount importance when setting these limits.</p> <p>However as my vehicle reaches its upper age limit I like so many others who have struggled to remain in business after the impact of Covid , now face the huge expense of purchasing a replacement vehicle despite mine being mechanically sound and in exceptional condition .</p> <p>So I find myself questioning the reasoning behind this age limit when so many surrounding Districts have much higher or no upper age limits at all. I like all the other vehicle owners Licensed under the authority am required to ensure that my vehicle meets and passes all the higher level testing criteria and also general MOT requirements all of which determine my vehicles safety and whether or not its fit for purpose.</p> <p>Therefore why would it despite all the extensive testing , servicing etc that these vehicles are required to undergo would they suddenly without exception be unsatisfactory when turning 8 years old.</p> <p>My vehicle is in pristine condition both internally and externally and would pass any test required to deem it safe and roadworthy and also aesthetically looks in great condition.</p>

Name	Comments
	<p>Therefore under the government / DVLA specifications detailing what is and is not roadworthy I am able to continue to use this vehicle for many more years.</p> <p>I have detailed below the age policy for numerous surrounding authorities most of which have no upper limit. All require the completion of rigorous testing 6 monthly for vehicles over 5 years twice the requirement for domestic vehicles. The testing includes a visual check of the vehicle to ensure it continues to be aesthetically acceptable it is understandable that the authority would not want old tatty looking vehicles on the rank or working on the district under the authoritys banner.</p> <p>I have been licensed by Newark for many years and have seen many drivers and vehicles move to other authorities with more realistic requirements purely because of the financial hardship that replacing a vehicle can cause.</p> <p>Can you please raise this at the upcoming meeting and also explain to me why the limit has been put in place ?? Is this determined by a professional person with experience of vehicles both Mechanically and visually or is it a Licensing Department / Councillor made observation or decision.</p> <p>Newark & Sherwood – 8 Years Upper age limit Bolsover – No upper age limit Mansfield – No upper age limit Ashfield – No upper age limit Wolverhampton – No Upper age limit Rushcliffe 12 Years Upper age limit Nottingham – 10 Years Upper age limit unless they pass an Exceptional Condition Test then can continue. Also could you please tell me if there are any Taxi representatives or Forums where the industry can make themselves aware of such meetings and be able to put forward their views or even have their voice heard when such decisions are in consultation. I am happy to speak at the meeting raising my concerns or to put myself forward to attend and or be a representative of the trade.</p>
Viorel Chertes	<p>Hi there</p> <p>In my opinion not more than five years on first registration and not more than ten years on last registration would be ok</p> <p>For the purpose built and wheelchair accessible seven years on first and twelve years on last registration is quite decent .</p> <p>Kind regards V Chertes</p>