

Responses to consultation

REVIEW OF AGE POLICY FOR HACKNEY CARRIAGE & PRIVATE HIRE VEHICLES

PH – Private Hire HC = Hackney Carriage NK – Not Known ALL – relevant to all vehicles

Ref No.	Private Hire Hackney Carriage Not Known ALL	Summary of Respondents Comments	Authorities Appraisal of Comments	Authority's Response with regard to Proposed Policy
1	NK	The policy changes look good, we should consider bus lane exemption for Nottingham City Plated vehicles to encourage drivers to license with the city council rather than Wolverhampton.	We accept the positive comments to the Age and Specification policy and the bus lane exemption is not relevant to this consultation.	The bus lane exemption is not within the remit of the Policy nor the Regulatory and Appeals Committee. No changes to Proposed Policy
2	PH	Discussing the cost of vehicles in the PH market being unaffordable and our current policy means that we are pricing drivers out of currently licensing with Nottingham City Council, with me registered with Wolverhampton City Council the new proposed policy is very welcome and will help local drivers to be able to license their PH vehicle with Nottingham City Council.	Valid points are raised, these were highlighted in the original report to the Regulatory and Appeals Committee.	No changes to Proposed Policy
3	PH	Its great to see the changes that Nottingham City Council are proposing with the 1 st plate age changes and yearly MOT'S being introduced although we would like more flexibility during the cost of living crisis and	Valid points are raised, these were highlighted in the original report to the Regulatory and Appeals Committee and the	Proposed Policy amended to Any PH/HC vehicle can be licensed for the first time up to the age of 10

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		<p>interest rate hikes by increasing the first age plate and yearly MOT further, as well as pushing the fully ULEV requirement back to 2030. This would encourage other drivers to return to the city from other Borough Councils. This is countersigned by a further 10 drivers from ADCU Trade Union.</p>	<p>reasons behind reviewing the policy in the current climate.</p>	<p>PH/HC upper age limited extended to 15 years for both.</p> <p>A Private Hire Vehicle or a Hackney Carriage will be required to have one MOT test per year until the age of 10 (12 for a fully electric vehicle) and 2 per year there on after.</p> <p>As of 01/01/2030, any vehicle being licensed for the first time as a Hackney Carriage or Private Hire vehicle will be required to be ZEC ULEV, all vehicles to be fully electric by 2035 as per national guidance.</p>
4	PH	<p>I feel the proposed changes are a real positive and delighted with the proposals as a Wolverhampton plated driver that lives in Nottingham, but I feel that there could be a further extension to the Age and Specification Policy due to the current market and the rising cost of vehicles and insurance, the ULEV date should also be pushed back as the infrastructure is not sufficient to support the taxi fleet. The license costs at Wolverhampton City Council are cheaper.</p>	<p>Valid points are raised, these were highlighted in the original report to the Regulatory and Appeals Committee and the reasons behind reviewing the policy in the current climate.</p>	<p>Proposed Policy amended to Any PH/HC vehicle can be licensed for the first time up to the age of 10</p> <p>PH/HC upper age limited extended to 15 years for both.</p> <p>A Private Hire Vehicle or a Hackney Carriage will be required to have one MOT test per year until the age of 10 (12 for a fully electric vehicle) and 2 per year there on after.</p>

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				<p>As of 01/01/2030, any vehicle being licensed for the first time as a Hackney Carriage or Private Hire vehicle will be required to be ZEC ULEV, all vehicles to be fully electric by 2035 as per national guidance.</p> <p>Fees will be reviewed at a later date.</p>
5		<p>The cost of living crisis is affecting the taxi trade, I would like to plate with Nottingham City Council but I have a 2018 plated vehicle and cannot afford a new one currently so I have to license with Wolverhampton City Council.</p>	<p>Valid points are raised, these were highlighted in the original report to the Regulatory and Appeals Committee and the reasons behind reviewing the policy in the current climate.</p>	<p>Proposed Policy amended to Any PH/HC vehicle can be licensed for the first time up to the age of 10</p> <p>PH/HC upper age limited extended to 15 years for both.</p> <p>A Private Hire Vehicle or a Hackney Carriage will be required to have one MOT test per year until the age of 10 (12 for a fully electric vehicle) and 2 per year there on after.</p> <p>As of 01/01/2030, any vehicle being licensed for the first time as a Hackney Carriage or Private Hire vehicle will be required to be ZEC ULEV, all vehicles to be fully electric by 2035 as per national guidance.</p>
6	PH	<p>I welcome the changes to the Age and Specification Policy as there a lot of drivers</p>	<p>Valid points are raised, these were highlighted in</p>	<p>No changes to Proposed Policy</p>

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		working in the city licensed by other authorities due to the age limits of the vehicle.	the original report to the Regulatory and Appeals Committee.	
7	HC	NLTODA union welcome the proposed changes in policy and have a 145 driver signatures supporting the comments raised the trade union. They would like to see an extension to the 1 year MOT to 10 years and agree with the ages proposed at 15 years for HC.	Valid points are raised, these were highlighted in the original report to the Regulatory and Appeals Committee and the reasons behind reviewing the policy in the current climate.	Proposed Policy amended to PH/HC upper age limited extended to 15 years for both. A Private Hire Vehicle or a Hackney Carriage will be required to have one MOT test per year until the age of 10 (12 for a fully electric vehicle) and 2 per year there on after.
8	PH	I welcome the proposed changes that Nottingham City Council have put forward, the removal of the engine size requirement reflects the significant improvements that have been made to vehicles and the technology within vehicles. I also welcome the changes to the Age and Specification Policy because drivers can get licensed elsewhere and can still have the same benefits and operate directly in Nottingham city centre.	Valid points are raised, these were highlighted in the original report to the Regulatory and Appeals Committee and the reasons behind reviewing the policy in the current climate.	No changes to Proposed Policy
9	PH	I welcome all changes except the requirements for EV vehicles from 2030. My objections to this policy are due to the range of the batteries on EV vehicles. The current	Valid points are raised in regards to the difficulty in the mile ranges of EV vehicles currently.	Proposed Policy Amended to As of 01/01/2030, any vehicle being licensed for the first time as a Hackney

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		mileage would not allow me to do airport runs sufficiently without impacting the customer waiting times in service stations for trips to Heathrow.		Carriage or Private Hire vehicle will be required to be ZEC ULEV, all vehicles to be fully electric by 2035 as per national guidance.
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