

TAXI LICENSING POLICY CONSULTATION NOVEMBER 2021 - SUMMARY OF RESPONSES

Ref No.	Respondent	Comments and Response (where required)
1	<i>Driver</i>	Supports both proposals
2	<i>Vehicle proprietor and Driver</i>	Has made no comments regarding the age policy but supports the proposal in respect of tinted windows.
3	<i>Vehicle proprietor and Driver</i>	Supports both proposals
4	<i>Vehicle proprietor and Driver</i>	Supports both proposals and makes the comment that at present drivers have the cheaper option of using a Wolverhampton Council licensed taxi
5	<i>Vehicle proprietor and Driver</i>	Supports both proposals
6	Councillor Theo Furness	<p>Would not like to see a revision in the age limit. States that these vehicles do a lot of mileage around Middlesbrough and the older they are the less efficient they will become compared to newer vehicles so doesn't want to see this amendment passed.</p> <p>Response: Wolverhampton licensed vehicles are considerably older than Middlesbrough vehicles and are currently operating in Middlesbrough. Officers do not feel that extending the life of the vehicle by 2 years will significantly impact on air quality as emissions checks continue to be carried out as part of the Council's Taxi Test carried out twice a year. The long term plan is to phase in electric vehicles which will have the greatest positive impact on air quality.</p> <p>Has no concern regarding the tinting levels being amended.</p>
7	<i>Driver</i>	<p>Supports the proposed changes to age limits and believes this is one of the main reasons a lot of drivers have gone to Wolverhampton to get their vehicle licensed.</p> <p>If the change comes into effect he believes many of them would stay with Middlesbrough Council.</p>
8	<i>Driver</i>	Supports both proposals
9	Councillor Ron Arundale	Supports the changes providing that our licensed vehicles continue to be tested more regularly than normal vehicles. Accepts we need to bring Middlesbrough into line with other Authorities and not drive people into licensing vehicles with other Authorities.

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10	<i>Vehicle proprietor and Driver</i>	Supports both proposals
11	<i>Vehicle proprietor and Driver</i>	Supports the age limit proposal but would like the age of the vehicle when it first licensed to be extended to 8 years old.
12	<i>Vehicle proprietor and Driver</i>	<p>Does not support the changes to the age limit. Believes the newer the vehicle the more environmental friendly it is. Is willing to support all Hackney Carriages going electric. Comments that the older the vehicle the more Co2 emissions are given out.</p> <p>Response: Wolverhampton licensed vehicles are considerably older that Middlesbrough vehicles and are currently operating in Middlesbrough. Officers do not feel that extending the life of the vehicle by 2 years will significantly impact on air quality as emissions checks continue to be carried out as part of the Council's Taxi Test carried out twice a year. The long term plan is to phase in electric vehicles which will have the greatest positive impact on air quality.</p>
13	<i>Driver</i>	<p>Strongly disagrees with the age limit proposed as we are trying to make the town and country free from pollution. Asks whether putting 5 year old vehicles on etc is a good and suitable idea for Middlesbrough.</p> <p>Response: Wolverhampton licensed vehicles are considerably older that Middlesbrough vehicles and are currently operating in Middlesbrough. Officers do not feel that extending the life of the vehicle by 2 years will significantly impact on air quality as emissions checks continue to be carried out as part of the Council's Taxi Test carried out twice a year. The long term plan is to phase in electric vehicles which will have the greatest positive impact on air quality.</p> <p>Supports the window tint proposal</p>
14	Mahroof Hussain Chair Hackney Carriage Association (on behalf of 181 Members)	<p>Supports both proposals</p> <p>The Hackney Carriage Association trade asked for the changes to the age limits. Believes this will stop vehicle's going to Authorities like Wolverhampton, getting licensed & then working in Middlesbrough. Re tinted windows - states it was costing lots of money having them removed - running into £1000 thousands of pounds. This is a positive step taken by the licensing authority - it will save the trade lots of money. Drivers are very happy with these changes & welcome the moves. Hackney carriage trade is on almost on it's knees & something like this will have very serious impact on the trade.</p>
15	<i>Vehicle proprietor and Driver</i>	Supports the changes to the age limits

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16	<i>Vehicle proprietor and Driver</i>	Supports the changes to the age limits
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18	<i>Vehicle proprietor and Driver</i>	Supports the changes to the age limits
19	<i>Vehicle proprietor and Driver</i>	Supports both proposals
20	<i>Operator, Vehicle proprietor and Driver</i>	Supports both proposals
21	<i>Driver</i>	Supports both proposals
22	<i>Driver</i>	Supports both proposals
23	<i>Vehicle proprietor and Driver</i>	Supports the changes to the age limits for hackney carriages
24	<i>Driver</i>	<p>Has concerns with the change as it differentiates and positively discriminates in favour of wheel chair accessible vehicles. Does not believe that are valid reasons for such discrimination. There should be a single policy with regard to registered private and public hire vehicles. All vehicles should have the same period allowed on the road without exception.</p> <p>Response: The Council's Vehicle Age Policy differentiates between saloon vehicles and wheelchair accessible vehicles, allowing wheelchair accessible vehicles to operate for 2 years longer than saloon vehicles. This to encourage and reward those proprietors willing to licence wheelchair accessible vehicles and reflects the extra financial investment by proprietors in purchasing such vehicles. This Policy has been in place for a number of years and works well and has resulted in Middlesbrough maintaining a higher proportion of wheelchair accessible vehicles than most other local authorities in the area.</p>
25	<i>Vehicle proprietor and Driver</i>	Supports the changes to the age limits
26	<i>Vehicle proprietor and Driver (accompanied with a petition signed by 91 people)</i>	<p>Rejects both proposals. States as Middlesbrough is trying to become a city, we require cleaner, green and more efficient vehicles on the road, not older, polluting vehicles. The current age limits should be maintained. Would welcome the introduction of electric vehicles if necessary</p> <p>Response: Wolverhampton licensed vehicles are considerably older that Middlesbrough vehicles and are currently operating in Middlesbrough. Officers do not feel that extending the life of the vehicle by 2 years will significantly impact on air quality as</p>

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		emissions checks continue to be carried out as part of the Council's Taxi Test carried out twice a year. The long term plan is to phase in electric vehicles which will have the greatest positive impact on air quality.
27	Middlesbrough Borough Cars Limited (Boro Cars) <i>Operator of 475 licensed Private Hire vehicles</i>	<p>Supports both proposals</p> <p>Comments that - whilst the company would generally not support extending vehicle age limits, would wholeheartedly do so in view of the impact of the pandemic on drivers and because vehicles standards are, in any event, better than they were in the past. Some drivers left the trade during the pandemic and, as a result, their vehicles may have had very little use during that time, but they have now returned to the trade. Those drivers who worked during the pandemic generally suffered a reduction in their earnings, because of the reduction in work, but as a result, their vehicles also covered fewer miles than usual. And, as a result of reduced earnings during the pandemic, drivers cannot now afford to buy a new car, especially as prices have gone up by about £3,000 - £4,000 for a second-hand car that would be suitable for licensing and there is very limited supply of brand new cars.</p> <p>In relation to window tint, they agree that the policy should be changed, as proposed. The current policy was appropriate when introduced, but more and more vehicles are being fitted with darker tinted glass so that vehicle manufacturers can meet the environmental standards imposed on them. They also agree that tinted film should be prohibited as it has the effect of laminating the glass, which might hamper the rescuing of passengers in the event of a vehicle being involved in a serious accident.</p>
28	Royal Cars <i>Operator of 46 licensed Private Hire vehicles</i>	Supports both proposals