

Burton, Matthew

From:
Sent: 10 October 2018 21:44
To: licensing
Subject: Have your say
Attachments: Master Draft - NULBC Taxi Policy - August 2018 v7.pdf

This email has been received from an address outside the Council, please be very cautious when opening any attachments or clicking on any links herein.

I have read through your proposed policy changes and would like to make the following observations and objections. I will also explain my reasoning behind it.

My first objection is the reduction of the maximum age of a vehicle to 7 years (10 years for minibuses) which can be used as a private hire vehicle. (I am sure this also applies to Hackney carriages, but I have no experience of them). The average income of a private hire driver (in my experience) was around £10 per hour, below is a breakdown of costs.

LEASING A VEHICLE

Working a 40 hour week - income £400

Fuel - £85

Base rent - £90

Leasing a vehicle - £160

Private Hire Licence - £2

Doctors (fitness) Report £1

OWNING A VEHICLE

(Based on finance repayments of an average executive car over 7 years)

Working a 40 hour week - income £400

Fuel - £85

Base Rent - £90

Cost of vehicle - £100

Insurance - £54

Road Tax - £3

Private Hire Licence - £2

Doctors (fitness report) - £1

It is already incredibly difficult to make money driving a private hire vehicle and most drivers hoping to own their own vehicle resort to buying an older vehicle to 'get on the ladder' a vehicle less than 7 years old will be out of their grasp and they will have to lease instead.

I have heard experiences from drivers who lease, of the cars running out of MOT (the drivers don't have access to when these are due) the MOT's issued are questionable with just a visual inspection in one case I was told about.

An owner driver will keep their car in top condition as it's in their interest to do so, an older car will enable them to keep their costs to a minimum whilst allowing them to save towards a newer car.

Bringing in this new policy will allow unscrupulous private hire leasing companies to thrive and to be honest, they do the absolute minimum of maintenance on them because they want maximum profit.

The fares around the North Staffs area are well below what they should be as drivers are earning well below the minimum wage. This needs reviewing urgently. A driver doesn't always have a constant supply of jobs, I know Roseville (who are incredibly busy) have drivers waiting for 20 minutes between jobs almost constantly.

I believe that to bring in this policy will be detrimental to public safety as leasing companies will thrive and as I said, they do the minimum of repairs.

As long as the vehicle is in a safe and well maintained condition then there shouldn't be an age limit. Scrapping a vehicle and building a new one is incredibly detrimental to the environment - more so than running an older car! To be honest I'm much more concerned about chem trails than emissions from any vehicle in this country. Generating electricity also uses gas, coal (causing emissions) and worryingly nuclear energy, which is far more dangerous than

any emissions from cars, Chernobyl and Fukushima are prime examples.

In regard to towing a trailer and your proposal that 'there must be a passenger in your vehicle whilst using one' how do you propose I get my trailer home after dropping off my passenger?

Sent from my iPhone