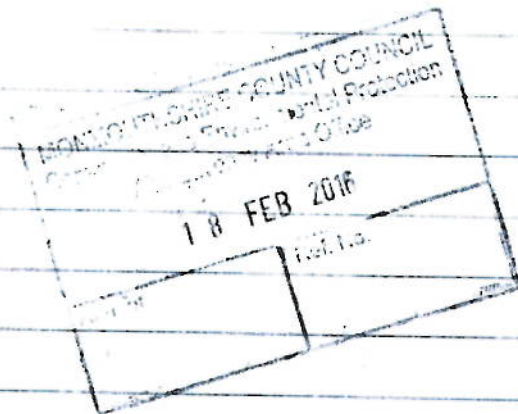


16-2-16

Leigh Beech
Licencing Dept.

I hereby write this
Letter to object to the New Law
that is Taken effect from 1/4/16
regarding the Age of vehicle's.

Yours
Sincerely



O'Gorman, Linda

RESPONSE 2

From: Beach, Leigh
Sent: 19 February 2016 15:42
To: O'Gorman, Linda
Subject: FW: Taxi and Private Hire Policy and Conditions 2016

FYI

From:
Sent: 12 February 2016 12:56
To: Beach, Leigh <LeighBeach@monmouthshire.gov.uk>
Subject: RE: Taxi and Private Hire Policy and Conditions 2016

Just a quick email to voice my opinion of the conditions, i am all for the age of the vehicle being introduced, i see a lot of licenced vehicles and the appalling condition of a lot of them is nothing to be desired and i am very suprised it hasnt been introduced years ago, and as for the dress code its appalling to see the untidy dress code of most of the drivers in my area.

From:
Sent: 21 February 2016 18:58
To: Licensing
Subject: Consultation taxi conditions

Attachments: IMAG0043.jpg; IMAG0044.jpg; IMAG0351.jpg

To licencing,

With reference to the conditions with regards to taxis 2016 I would like to put my point across about the age of vehicles.

I don't see how refusing to license vehicles over a certain age will be of any benefit what so ever.

Firstly, as you are aware taxis/mini bus's have several mot's per year by a Monmouthshire approved garage so it seems to be a pointless exercise really.

Secondly, wether or not a vehicle is new , nearly new or several years old the age is negligible as there are new or nearly new vehicles on the road being used as taxis / mini bus's that have 4x as many miles on them than a vehicle lets say like mine ! 11 years old with only 87,700 which gets oil changes every 8 weeks regardless of mileage, full services 2x a year & maintained to very high standards. I run my vehicle on nothing less than khumo tyres and carry out repairs before they need attention.

There are taxis in the area of which I operate that are 4-5 years old and have in excess of 200,000 miles on them and are not serviced & maintained as well as my 11 year old vehicle.

Also if this rule or rules were to be applied do you realize how many people you would put out of work thus forcing people in to unnecessary unemployment.

If you feel the need to put me and my business partner out of work we will look forward to the rest of our working lives on benefits.

I really could do with having a break from working the hours I do .

Please find attached some pictures of my vehicle.

Regards

From:
Sent: 29 February 2016 22:18
To: Licensing
Subject:

With reference to the Consultation on Monmouthshire county council Taxi & private hire policy & conditions 2016 we would like to put our thoughts across.

Firstly we would like to point out the (age) of a vehicle is not relevant to our industry because of we know there are companies within the monmouthshire area that run new or fairly new vehicles with excess 200,000 miles on the clocks. Yet we have a ford focus and ford transit that are 11 & 14 years old the transit has less than 90,000 miles on it and is of solid structure and maintained to very high standards, oil changes done every 8 weeks regardless of miles completed, repairs are carried out before they even need doing and also is mot'd every 4 months by a monmouthshire county council approved garage, The focus is the same only with 128,000 miles on the clock we run the vehicles on nothing less than Kuhmo tyres.

So to bring this rule in to force is just pointless and contradicts the the monmouthshire county council MOT procedure.

(Van Conversions) It would appear that this is now an issue after [redacted] has started up as we are the only company to have a Mini bus "Van conversion" which may we add was inspected by Mr Martin Redwood taxi licencing who inspected the vehicle before the plate were issued and pointed out what it was he wanted us to complete before we had it plated as a Mini bus " Van Conversion" all work was completed and re-inspected by Mr Martin Redwood who was more than pleased with all work carried out on the vehicle and issued the plates for us to use straight away as a taxi. so by the time the plate is due to expire we would have used this vehicle as a mini bus "Van Conversion" and have had no issues as to date yet for a year . If a customer or customers felt at any point that this vehicle was unsafe as a mini bus "Van Conversion" they would not use us to transport them to wherever they have booked us for. Again they can see that Monmouthshire county council have authorized this vehicle to be used as a taxi and Again is mot'd every 4 months by a monmouthshire county council approved garage thus another contradiction in itself to monmouthshire county councils mot procedure.

May we point out that ALL mini bus's are "converted vans" at some point whether they are purchased as vans or mini bus's and in some cases so are cars eg: Peugeot partners as you can buy a Peugeot partner as a van or as a car, A Transit / Tourneo, Peugeot E7, Mercedes Vito again as vans / mini bus's.

We feel that this rule should not be applied as we had all work carried out before this rule was put forward. If this was an issue at any point then plates should NEVER have been issued in the first place.

section 6,2 Protection of the public , Again if this vehicle was or is a hazard to the public monmouthshire county council should never have allowed us to use it as a taxi/mini bus/ van conversion.

And this could now end our livelihoods forcing us into unnecessary unemployment.

This rule should have been marked out clearly before.

Regards

From: Redwood, Martin
Sent: 08 March 2016 11:03
To: O'Gorman, Linda
Subject: FW: Vehicle Age limit Response

From:
Sent: 08 March 2016 10:57
To: Redwood, Martin <MartinRedwood@monmouthshire.gov.uk>
Subject: Age limit

Dear Martin,

I am writing to you regarding the new proposal for taxi age limit. My car will be 10 years old on 31/07/2016 and has 131000 miles with a full main

dealer service record (every 10,000 miles).

Since I have owned the car it has never failed any taxi tests and runs extremely well.

I was hoping to keep the car till the spring of 2017 which I believe I could as my licence is due on 10/6/16 this is before the car reaches 10 year old.

I have been looking on the internet and any car under 5 years will cost £10,000 plus. This Would be a lot to pay for a taxi and would effect me

bidding for future school contracts as having such a new car and expected to have a back up vehicle of the same age would not viable for my business.

Just some of my thoughts for the council to consider.

Many thanks

7th March 2016

Monmouthshire County Council
Licensing Section
The Drama Centre
Pen-y-Pound
Abergavenny
NP7 5UD

Dear Sir/Madam

RE: Response to Monmouthshire County Council Draft Taxi and Private Hire Policy and Conditions 2016

I have been looking into to how this would affect my business. We are a small company trying hard to expand and the implementation of these proposed conditions would cause us great distress and unnecessary expense, I have outlined these below;

I currently buy vehicles with around 20,000 miles on and then sell them at 140,000. To stick to my current budget I would need to look into buying cars with higher mileage on and keep them for longer, I would be looking at a car with 100,000 plus miles on the clock and keep them until they have major problems.

- 1) We currently have a wheelchair vehicle that I could not replace as the cost of them is far too high, leaving a gap in the availability of wheelchair accessible vehicles in the County.
- 2) We would need to hand back at least half of our licenses which result in less money for the council.
- 3) Price on school contracts would have to be raised to enable us to continue with the contracts for PTU.
- 4) We currently have an older car for weekend evening work that is still in great shape for its age and the way people treat it on the weekends would make me very reluctant to buy a newer car.

Some of the things that have been happened to us this year alone;

- 1) 14 people have been sick
- 2) 19 people have ran off and not paid
- 3) 3 people have wet them self
- 4) One lady had bowel problems and mess all over back seats
- 5) One group that I picked up pulled the roof lining off the minibus and thought the disabled lift was a toilet and pee over the back seats and two was sick and then when the vehicle had stop kick side door off and ran away and the police was not interested

If this does come into force I believe that;

- 1) We will have more broken down taxis with passengers left stranded
- 2) There will be less taxis on the road and driver being laid off
- 3) Customers can't always get taxi now so if we have to half the fleet this will be a bigger problem for the public
- 4) If we think there will be any of the issues i.e. sick, muddy, risk of damage we will not pick them up
- 5) There will be a rise in unlicensed cars on the weekends that licencing can't seem to cope with now

That the fare would need to be raised and go back to being raised every two years to sustain the turnover of fleets. I have ask about a meter increase and the Licensing Officer commented that the cost of fuel had come down but you could propose it through your Taxi Association Representative.

- 6) ! But there are licensing fee increases on badges and plates every year and with all the new tests etc the cost now for a new drivers badge is around £500.00 these cost need to come from somewhere this would also affect PTU as all future tenders would be at a higher price than what we are currently charging or we would lose out to operators who are licenced in Newport and do not have these age limits imposed on them so will be far more competitive. Certainly does not agree with the local jobs for local people ideal!!

I really think this is a bad idea it will put my business at risk and push me into buying vehicles on finance with our current turnover the business would fold within a year.

We urge the authority to think about the impact on the trade and on the authority itself if they go ahead with the rule of age limits.

Yours sincerely

From:
Sent: 11 March 2016 08:00
To: Licensing
Cc:
Subject: Taxi and Private Hire Policy and Conditions 2016 -Revision

Hi

Please can I confirm as an interested party my objection to the proposed changes. In Abergavenny there aren't enough taxis as it is, often when I try and call to book one the same day there is none available which inhibits taking the train as the station is so far away from our house, unless we drive and park at the station - not great for holidays.

Although my wife is Welsh we have recently moved away from Runnymede, Surrey where the council there has just voted to allow older cars to act as taxis as long as they have passed stringent roadworthy tests - the exact opposite of what you're trying to do!

What we want is less regulation, not more from our local government - please rethink this policy change. Perhaps this is an EU directive? :-{

To Whom It May Concern:

We, as an operator strongly oppose the proposal regarding the change in legislation for vehicles licensed by Monmouthshire County Council. With a fleet of 18 vehicles, 4 of which are fitted with ramps for disability access, only 2 of our vehicles will meet the requirements.

With the number of operators rapidly growing in the Chepstow area, there is not sufficient trade to enable the revenue that will be needed to upgrade our fleet accordingly. Also, with the changes made to the way contracts are awarded, being awarded to the lowest bidder, we are not able to achieve sufficient revenue by this means either.

To replace our vehicles, along with licensing fees, it will cost us around £208,000. This is not something we will be able to achieve, even with the 2 years' grace given on existing licensed vehicles.

We have vehicles that have been adapted for some of our disability contracts, i.e seats removed to allow sufficient space should the child experience a fit. The cost for us to replace these vehicles like for like would be astronomical. We have also recently purchased vehicles to accommodate the needs of some the children who have an issue with confined spaces, namely a Ford Galaxy, to provide maximum comfort to them during their journey.

In just the last 6 months we have purchased and plated 7 new vehicles, only 2 of which we will be able to continue using should this proposal be passed. The test and licencing fees alone were around £1617 plus the purchase of the vehicles. To have to then pay this out again to replace them after less than a year is not justifiable.

I'm sure will not be the only operator in this situation and fear that by allowing this proposal to go through, many businesses will struggle to continue offering their services effectively. If this is the case, there will be insufficient vehicles to cover the contracts awarded by MCC.

Kind Regards

From:
Sent: 07 March 2016 16:55
To: Licensing

I am writing to you to express my disagreement towards the proposal of age restrictions on taxis. I have three vehicles which are all in good condition and are M.O.T. three times a year. All three of my vehicles are over 10 years old ,what your proposing would mean I would have to get three new vehicles, which would put me out of business and also make two of my staff members redundant, including myself meaning I wouldn't be able to support my family pay my mortgage and there for lose my house. I'm not just speaking for myself but also on behalf of other taxi firms in Abergavenny/Monmouthshire.kind regards

9th March 2016

Monmouthshire County Council
Licensing Section
The Drama Centre
Pen-y-Pound
Abergavenny
NP7 5UD

Dear Sir/Madam

Proposed Change to Hackney/Private Hire Conditions

I would like my objection to the proposed change in the age limits of vehicles to be logged and taken into consideration by the councillors before agreeing to them.

We have been operating for 48 years and employ 25 staff both full and part time, so we are an important employer and service provider to our local area. Our fleet is made up of new, nearly new and some older but well maintained vehicles. All our vehicles hold stringent tests every day from the driver level up to management and the testing stations. All drivers have to complete daily/shift walk around checks, which are observed by management then any defects either dealt with ourselves if it is a small issue eg bulbs. If a defect has been recorded that we cannot sort in our own workshop it is booked in with the garage that holds our maintenance contract for the works to be completed and reported back as satisfactory. We have in addition to this 6 weekly maintenance checks on all our vehicles also with this contract, then at 10,000 mile intervals they all have a service this is all in addition to the Tests set by MCC also with the same garage to ensure all our vehicles are roadworthy at all times.

To set age limits is arbitrary to say the least, there is no technical evidence to suggest that a judgement on the suitability of a vehicle by age.

We are a rural community that does not have the demand that an urban area would have, thus not justifying purchasing new vehicles.

Judgement must be made on quality of vehicle and the maintenance program that operators should follow.

If this rule goes ahead it would have a massive financial and economic effect on us.

- We will remove a third of our fleet of vehicles that are currently used for home to school contracts for MCC PTU department as there is just not enough revenue from them to justify new or nearly new vehicles. At present we would aim to buy good quality, low mileage vehicles at a good price to fulfil the contract term. Most of these vehicles do not do any other work as there is no demand for them.
- We are very reluctant to use new or nearly new vehicles for weekend/evening work due to the abuse that they receive, for instance sick, food and drink that passengers hide from the drivers spilt, doors and wing mirrors being pulled off, to name a few problems.
- New or nearly new disabled access vehicles are way above what we could afford buy based on the demand, so again good quality, low mileage vehicles for these passengers are sourced. Without this a lack of operators will have a direct impact on these vulnerable passengers.
- We will have inevitable job losses or worse we could go out of business all together with 25 job losses and grave financial implications for us as we are committed to contracts already.
- This will cause undue stress and worry to our business that is already struggling with the high level of licensing requirements and timescales for recruiting staff, huge competition from owner drivers that do not commit to such stringent maintenance programs or have the overheads of a small business that employs staff.

We urge the councillors to consider that wider implications of this condition coming in to force not just for small businesses, but for the council revenue and expenditure too.

Yours sincerely

Monmouthshire County Council (SOUTH) *RESPONSE 10*
Taxi and Private Hire Trade

3rd March 2016

Monmouthshire County Council
Licensing Section
The Drama Centre
Pen-y-Pound
Abergavenny
NP7 5UD

Dear Sir/Madam

RE: Response to Monmouthshire County Council Draft Taxi and Private Hire Policy and Conditions 2016

This reply has been collated by the Taxi Association Representatives for Monmouthshire South following a meeting held with the Trade on Friday 19th February 2016 to discuss the above draft conditions, we invited the Licensing Officer to attend to answer any questions that may arise but our invitation was declined on the basis that they are needed to appear impartial, we feel however this is not adequate consultation with the trade.

Also have the council given adequate consultation at local level regarding these significant proposed changes as advised in the Dft best practices guide.

Extract:- CONSULTATION AT THE LOCAL LEVEL

12. It is good practice for local authorities to consult about any significant proposed changes in licensing rules. Such consultation should include not only the taxi and PHV trades but also groups likely to be the trades' customers. Examples are groups representing disabled people, or Chambers of Commerce, organisations with a wider transport interest (eg the Campaign for Better Transport and other transport providers), womens' groups or local traders
(See attached full Dft Taxi and Private Hire Vehicle Licensing: Best Practices Guidance for Local Authorities***)***

While the overall general change to conditions were supported there was a unanimous objection to the implementation of Age Limits for Hackney and Private Hire vehicles within the county.

We would like to ask Monmouthshire County Council why they feel there is a need to include age limits on Private Hire and Hackney vehicles as the conditions do not clarify this point, we would also appreciate to see the technical evidence to support this decision.

As a trade we have based our costs on the current conditions, the implementation of age limits would raise the costs beyond what is sustainable for many.

We have all signed, agreed and paid for licences as drivers for the next 3 years and operators for the next 5 years under these current conditions. Any change in these conditions without our consent would be in breach of contract, unless it was to accommodate changes in the law.

The Dft best practice states the following;

Age Limits. It is perfectly possible for an older vehicle to be in good condition. So the setting of an age limit beyond which a local authority will not license vehicles may be arbitrary and inappropriate. But a greater frequency of testing may be appropriate for older vehicles - for example, twice-yearly tests for vehicles more than five years old.

(*See attached full Dft Taxi and Private Hire Vehicle Licensing: Best Practices Guidance for Local Authorities***)**

As a trade we believe this to be true as have Monmouthshire Licensing in the past so we are unsure why this recommendation is being ignored.

It would be fair to agree that a vehicle used as a taxi for 10 years would be past its day and would not be fit for purpose. But if we bought a 10 year old vehicle that had had one careful owner from new and had 70,000 miles on the clock with full service history, then it would have many more miles and years left, so how can an age limit work?

Good practices could be adopted that would be far more beneficial, for instance Daily Driver Defect Reporting and Maintenance schedules. (See example attached)

If vehicles are on the road that are not safe and fit for purpose then how are they leaving the testing stations?

An area that would be hit hard would be Monmouthshire County Council Home to School Transport contracts whereby vehicles are purchased at reasonable prices but are usually older but have lower mileages to enable operators to keep the costs down. Many of these vehicles do not do other work so the full cost of them would need to be assigned to each contract, resulting in the need for price increases beyond what the authority could afford.

With most companies in our area running at least 30% of their fleet approaching or over the 10 year limit it would put a lot of businesses in immediate danger due to not having the funds available to update their fleets at such short notice. On one evening one of the drivers took a record of all taxis and PHV's entering in and out of Chepstow Bus Station for a period of an hour, of the 30 vehicles witnessed only 5 of them would be licenced under the new conditions.

As a rural area on average a single shift taxi/phv would cover 30000 miles per year increasing to 50000 for a double shift. So if we bought our 70000 mile 10 year old car we could easily expect to get another 5 years work from it. The difference in cost to an operator would be substantial with most new Saloons costing about £33000 and a good used vehicle used coming in at around £6000.

See attached photos of licenced vehicles over the age limits proposed that would now be deemed as not fit for purpose!! *This list is not exhaustive but a demonstration of vehicles over the proposed age limits....*

A decision from the High Court when Newport City Council tried to include age limits to their conditions (see attached High Court Judicial Review proceedings)

Extract:- For the reasons given, I have concluded that the defendant's decision to impose age restrictions for licensed hackney carriages and private hire vehicles made on 18 March must be set aside. The failure to take account of the 6 monthly plating tests together with the other matters to which I have referred mean that this is not a case in which it would be appropriate to deny the claimant a remedy in the exercise of discretion.

The age limits in London is 15 years and this is due to emissions.

We urge the authority to think about the impact on the trade and on the authority itself if they go ahead with the rule of age limits.

We can see that the following could happen;

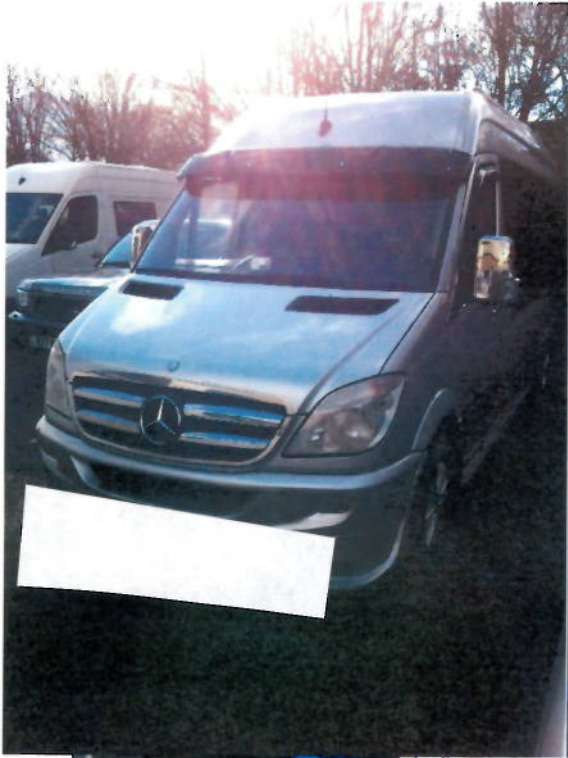
- Operators will cut their fleets
- PTU will need to go to other authorities to fulfil the home to school contracts
- Operators move away from Monmouthshire as a licensing authority and use Newport City Council.
- Businesses will close
- Local jobs for local people will be jeopardised
- Licensing will lose revenue from the trade

Yours sincerely

This letter is a trade view, we will all however put our personal objections in to support this;

Signed and agreed by

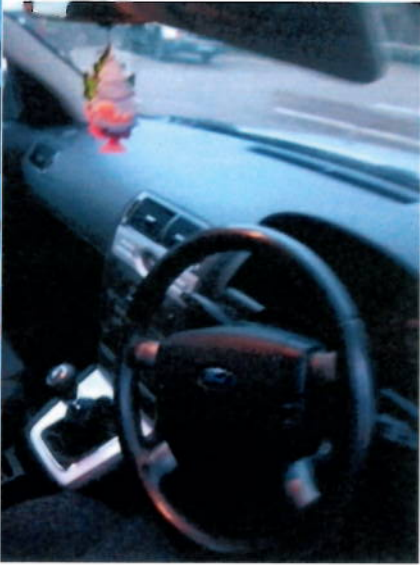
This is a 10 year old Mercedes Bus recently bought by one of the operators to extend his business into the custom coach area. This vehicle is immaculate inside and out with sound mechanical background including full service history. The operator paid £13000.00 plus £3000.00 on upgrades they have also spent a huge amount on marketing including a new website bringing the total outlay investment at £19000.00+. To purchase the same vehicle new you would expect to pay in the region of £76000.00



This is an 11 year old vehicle licenced recently under the current conditions, extra expense was undertaken by the operator to bring the vehicle in line with these. This vehicle is again immaculate inside and out with very good mileage and of sound mechanical condition.



This vehicle is a current 10 year old licensed vehicle that has undergone the appropriate local authority tests to ensure it is fit for purpose it is clean, rust free and of good mechanical condition.



All vehicles are to be checked before the start of shift. If minor defects cannot be rectified by the driver then the workshop needs to be informed and the vehicle should not be driven until defect is FULLY rectified. It is the drivers' responsibility to check and report defects.

It is a disciplinary offence to not follow this procedure.

DRIVERS' VEHICLE DEFECT REPORT

Date:	Drivers name:	
Vehicle Reg Number:	Odometer Reading Start:	Odometer Reading End:

DAILY/SHIFT CHECK (TICK OR CROSS)

Fuel/oil/waste leaks		Wipers		Mirrors	
Water Levels		Washers		Steering	
Tyres and wheel fixing		Horn		Heating/Ventilation	
Brakes		Glass		Lights	
Doors and exits		Reflectors		Body interior	
Indicators		Body exterior		Excessive Engine Exhaust Smoke	
Fire Extinguisher		First-Aid Kit		Battery	

REPORT DEFECTS HERE:

Write NIL if no defects found

Drivers signature:

Rectified by:

Signature:

Date:

SERVICE CHECKLIST

REG NUMBER	MAKE / MODEL	SPEEDO READING	CHASSIS NUMBER

INSIDE THE VEHICLE

CHECK THE OPERATION OF ALL SWITCHES	
CHECK OPERATION BRAKE & CLUTCH ADJUST HANDBRAKE	
OUTSIDE THE VEHICLE	
LUBRICATE DOOR LOCKS & HINGES (NOT STEERING LOCK)	
CHECK TYRE PRESSURES & WEAR INCLUDING SPARE	
CHECK & ADJUST FRONT / REAR ALIGNMENT	
UNDER THE BONNET	
CHANGE OIL & FILTER (ALL VEHICLES)	
REPLACE FUEL FILTER CHECK FUEL PIPES	
REPLACE AIR FILTER	
CHECK & RESET VALVE CLEARANCE (ENGINES WITHOUT HYDRAULIC)	
REPLACE SPARK PLUGS	
CHECK RESET CONTACT SET (IF APPLICABLE)	
CHECK RESET ENGINE TIME SPEED (ALL ENGINES)	
CHECK RESET C/O PETROL ENGINES (WITH CATALYST)	
CHECK RESET ENGINE TIMING (PUMP TIMING)	
CHECK V BELTS FOR DAMAGE & TENSION	
CHECK OPERATION THERMO VALVE HEATER & RADIATOR HOSES	
RADIATOR UNIT FOR LEAKS	
CHECK & CHANGE ANTIFREEZE	
CHECK & TOP UP FLUID LEVELS (CLUTCH & BRAKES)	
CHECK & TOP UP TRANSMISSION LEVELS	
CHECK & TOP UP AUTOMATIC TRANSMISSION LEVELS	
CHECK & TOP UP FRONT / REAR DIFFERENTIALS	
LUBRICATE SUSPENSION STEERING JOINTS & PROP SHAFTS	
CHECK DRIVE SHAFT BOOTS (REPLACE IF DAMAGED)	
CHECK STEERING LINKAGES FOR DAMAGE & SECURITY	
CHECK FRONT / REAR SUSPENSION FOR DAMAGE & SECURITY	
CHECK EXHAUST FOR LEAKS & SECURITY	

CHECK FRONT BRAKE PADS / DISCS, CHECK REAR BRAKE SHOES / DRUMS / DISCS / PADS FOR WEAR (REPLACE IF REQUIRED)	
ROTATE WHEELS / TYRES CHECK FOR ABNORMAL WEAR	
CHECK CONDITION OF H/T CABLES	
ROAD TEST	
CHECK ENGINE PERFORMANCE TRANSMISSION BRAKES & INSTRUMENTS	
EVERY 40,000 MILES (ADDITIONAL TO REGULAR SCHEDULE)	
ITEMS ADVISED TO BE CHANGED EVERY 40,000 MILES	
DRIVE BELTS TIMING BELTS	
REAR AXLE / FRONT BRAKE FLUID	
COOLANT / ANTIFREEZE DRAIN & REPLACE 30% STRENGTH	
EXTERIOR BODY & TRIM (OPTIONAL TRIM)	
CHECK BODY CORROSION UNDERBODY CONDITION	
EXTERIOR MIRRORS & TRIM	
NOTES	

From: Redwood, Martin
Sent: 04 March 2016 10:49
To: O'Gorman, Linda
Subject: FW: Age Limits:

-----Original Message-----

To whom it may concern,
Re: Proposed Vehicle Age Limits.

My Mercedes car is 10 years old this year and when I bought it, it was with the intention that it would last until my retirement at the age of 66 (exactly 5 years from yesterday).
There were no rules on age of car just that I will have to have it MoT'ed every 4 months after the age of 10.
Also when I signed my taxi operator licence for 5 years there were no rules on age so I do believe these rules cannot be retrospective.
My bus is 8 years old and I have no intention of replacing that in two years time because it has only done 130k miles and the car has only done 150k.

As you know from our experience with the problems that we had with rogue traders I could just go and sign up with an authority that does not have a 10 year limit as it would be a lot cheaper than changing cars because as my work is internet based it does not matter where I am registered.

My vehicles are also used for weddings and people like my Mercedes Car and Minibus but I could not afford to replace like with like.

Taking all of these points into consideration I hope you will voice my objections to this policy.

Winn, Samantha

From: [redacted]
Sent: 13 March 2016 20:59
To: Licensing
Subject: Consultation on Monmouthshire County Council's Taxi and Private Hire Policy and Conditions 2016

Dear Council,

I hear that vehicles will need to be no more than 10 year's old for renewal and no more than 5 years old for new contracts.

This is not environmentally friendly as it encourages a short use of vehicles. It is also financially very difficult for taxi drivers. Would it not be better to ensure that vehicles are regularly serviced?

Sincerely,

**All Account Work Welcomed
Wheelchair Vehicles Available**

Dear Sir/ Madam,

9th March 2016

With reference to Monmouthshire County Council's proposed new 5 year age limit on Hackney & Private Hire Vehicles, I feel I must strongly object to this proposal as I can see that it will no doubt cause a number of operator's, myself included a great deal of hardship and could well cause myself to cease operating as an employer, thus putting my seventeen staff out of work.

All my vehicles as all vehicles operated under Monmouthshire County Council ruling are judged fit for purpose depending on the 4, 6, 12 monthly tests set by yourselves depending on vehicle age.

I do not have the resources to purchase new vehicles or indeed vehicles that are under three years of age.

Monmouthshire County Council have steadily increased their charges for plating of vehicles, drivers, licences, as well as increased cost for insurance, drivers medical, tests and all other costs involving the running of a taxi operation. The last meter rise that Monmouthshire County Council granted was in April 2011, Five years ago and now you wish to increase our expenditure even further.

The national minimum wage in that year 2010 to 2011 was £5.93 and now in 2016 the rise to the National living wage is set at £7.20 per hour, it appears to me we are fighting a losing battle and therefore I feel as stated that I must strongly object to your proposals.

Yours Sincerely



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