

## CONSULTATION RESPONSES

### Environmental Health

Whilst it would be good to retain a vehicle age restriction the requirement for taxis to meet Euro 6 standards by April 1st 2023 will be the most effective measure in achieving reductions in vehicle emissions from the taxi fleet and have the greatest impact in improving air quality. Whilst in terms of air quality Environmental Health would prefer the vehicle age restriction to remain in place we acknowledge that other factors require consideration and are pleased to see that if a decision is made to remove the age restriction that this will be further considered at the next Taxi Licensing Policy review in 2024.

Thanks

Carol Whelan

Environmental Health Manager (Environmental Protection)

### DAD

Interim Taxi Policy review consultation

- No age restriction of vehicles, provided engines are compliant with Euro 6 standards by April 1st 2023 (with the exception of Wheelchair Accessible Vehicles already licensed. This will be subject to further discussion at the time of the next full review).

A vehicle needs to be presentable not just compliant with Euro 6 standards.

- No tint restriction, provided that the tint is standard to the vehicle from the production line.

I have concerns for the safety of some vulnerable people being inside a vehicle where they can't be seen from outside.

- Locality test for a Private Hire Drivers Licence to be removed.

If this was to be allowed it must come with a condition that drivers must have a satnav. Many disabled people cannot give instructions on how to get to where they need to go. Most people with sight loss will not be able to guide the driver. This will be the same for some disabled people with a learning impairment or lack communication skills.

Darlington Association on Disability.

### **Public response 1**

Hello licencing,

I am righting this email to share my views on purposed changes if I may ;

I don't know the reasoning for the vehicle euro 6 part I would expect the shortage of cars to play apart in that factor but I believe there should be some sort of minimum term just for the fact the cars do a lot of miles and as much as the up keep is good and standards high, The reliability is some what compromised after a certain point and the interiors become tatty and represent the trade in a bad light.

Furthermore the locality test my viewpoint on that is why only limit it to private hire if you where going to implement that why not do that for Hackney vehicles as well, Both I would not like to see to be honest as I find this part of the test just as much as anything else to be a necessity as that is the job after all .The test is meant to be exactly that a test I believe dropping that would not be beneficial to the trade and in the end up with a load of disgruntled end users. I truly believe The council and the processes the council put applicants through are fair and just and give reasonable standard to be met that a applicant will be some what capable at the job and truly the problem of the industry is country wide and falls on the pay structure and opportunity's private hire gives there drivers.

I believe that if you remove the locality you will get some people who best serves them lobbying to remove the Dsa test as well in hindsight they are both Job specific and reflect on the minimum floor of the job to be met.

I would like to conclude by thanking you for your time and wishing you a good day.

Yours

### **Public response 2**

I most say there is definitely need for a more private hire drivers because comes to school hours you've got no chance to get a taxi to save your life!

Or weekends all day all night also like myself I've lost my business during pandemic and very seriously considered to be come a taxi driver or private hire driver but the knowledge test made it impossible now I'm still on universal credit and I really do hope they will scrap the knowledge test and let people get jobs I believe it will be great help to many people and boost to local econ omy