

Taxi policy consultation responses (as received)

1.

From: *[redacted]*

Sent: 12 October 2020 16:41

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: NEWPROPOSED CHANGES TO POLICY TAXI & PRIATE HIE

these CHANGES SEEM VERY APPROPRIATE AND IN LINE WITH safeguarding AND SAFETY FOR THE PUBLIC

2.

From: *[redacted]*

Sent: 08 October 2020 16:22

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: New policy

Hi

I have read the policy update and would like to know that all License Holders details are reviewed minimum annually to check Criminal database for changes and updates.

This is to avoid oversights and mistakes.

Regards

[redacted]

3.

From: *[redacted]*

Sent: 08 October 2020 12:26

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Comments taxi license

I like the changes.

I would suggest a way to register each customer and fare so the correct income tax is paid and to hold radio license holders responsible if on average the drivers a not earning at least minimum wage after reasonable expenses.

Exploitation and tax evasion should not be rewarded with greater market share.

4.

From: *[redacted]*

Sent: 06 October 2020 21:57

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Have your say on our draft taxi and private hire licensing policy

In my opinion the use of saloon cars should be phased out and black cabs should be encouraged, this is more disabled friendly and would be safer because every one knows a black cab.

5.

From: Sue Prowse <Susan.Prowse@dacorum.gov.uk>

Sent: 06 October 2020 12:49

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Taxi and private hire licensing policy consultation

Hi

A few comments on your proposed policy:

- I strongly agree with your proposed changes to DBS requirements and removal of temporary licences, both of which will help to maintain high standards and ensure user safety.
- Anecdotally, many of Dacorum's private hire drivers seem to be from Pakistani/Bangladeshi backgrounds, so may have poor written English skills. It is therefore essential that the proposed changes are communicated very clearly, particularly in the first year and to all new applicants, to ensure that drivers do not face adverse consequences i.e. loss of income due to failure to renew in good time.
- A communication strategy should be developed that encompasses a wide variety of forums that will reach drivers from BAME backgrounds (e.g. publicising via the Mosque or any other venues likely to be frequented by private hire drivers with English as a second language.) Also use of translation services to produce the information in other languages.
- The whole of section 1 of the policy seems to have been lifted from a planning document and doesn't really seem very relevant to taxi/private hire licensing.

Thank you

Sue Prowse

6.

From: [redacted]

Sent: 06 October 2020 12:27

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Fw: Have your say on our draft taxi and private hire licensing policy

Good Afternoon,

I have reviewed Dacorum Council's taxi and private hire licensing policy. I am a Dacorum resident who uses taxi and private hire services and the changes to the policy, in my opinion, make good

sense. The changes will make licensing easier for taxi and private hire service operators. I would imagine that they, and all users would be in favour of the changes.

Kind Regards,

[redacted]

7.

From: [redacted]

Sent: 06 October 2020 12:02

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Draft taxi and private hire licensing policy

Hello,

Thank you for sending me the draft of this policy.

From time to time the media reports on taxi or private hire drivers refusing to take guide dogs in their vehicles, despite this being a legal requirement. Sometimes the drivers concerned are fined and/or lose their licence, sometimes apparently not; and these are only the cases reported in the media.

Are you confident that your draft policy addresses this issue to the extent that the law allows ?

For example, the draft says at 24.5

"All applicants for an operator's licence will be required to pass disability awareness training before a licence will be granted."

Does this training include very clear and precise information on the legal requirement to accept guide dogs ? If not it should.

And at 24.14

"Where a number of previous complaints have been made against an operator, these may be taken into account, even if they did not result in formal action at the time."

Presumably this would include complaints regarding refusal to accept a dog. Even one such complaint, if validated, should in my view be taken into account. To make this entirely clear I propose that the section start *"Where one or more previous complaints ..."*.

I would appreciate your acknowledgement of safe receipt of this email.

Yours faithfully, **[redacted]**

Kings Langley

8.

From: [redacted]

Sent: 05 October 2020 16:36

To: Nathan March <Nathan.March@dacorum.gov.uk>

Subject: RE: New draft Taxi Licensing policy

Nathan,

Thank you for sending us your proposed policy.

I have had a look through and I can find nothing that I think we in Trading Standards would object to.

Neil

Neil Wickens

Senior Trading Standards Officer | Regulatory Services | Community

Protection

Hertfordshire County Council

9.

From: [redacted]

Sent: 04 January 2021 07:28

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Cc: Nathan March <Nathan.March@dacorum.gov.uk>

Subject: What time exactly does consultation end today?

Dear Mr March,

I am getting in touch to ask what time does the consultation for proposed changes to Taxi/Private Hire Rules ends today?

Does it end at the end of today, the 4th January 2021 or did it end at the beginning of today?

In any case, with everything that has happened during the Covid 19 outbreak and its obvious the outbreak and its biggest consequences are bound to last into the summer months of 2021 at least, I feel that the whole proposed changes should be put on hold and delayed from being considered/voted on by Dacorum Borough Council's licensing committee.

I think these proposed changes should not be looked at/voted on until the Covid outbreak is well and truly under control and that we all have had a good amount of time returning to normality.

With there being over 70 pages to look at on these proposed changes, they are too vast to have been looked at during this outbreak even with the 3 and a half month consultation process.

I have only had a smartphone for internet use myself and while I was able to respond to one part of the proposed changes, it was just not generally feasible for me to respond at the rest of the changes.

I do have numerous concerns about the proposals I did get to look at and councillors need to be aware of lots of things from a drivers side of things.

If the consultation does end at 23.59 today, I will see if I can get round to submitting more responses about the proposals by then but its generally been very difficult to respond further for various reasons.

I doubt very much that the Central Government will pass legislation on these kind of matters anytime soon either.

The whole reports and suggestions of making changes to Taxi/Private Hire rules were drawn up before the Covid 19 outbreak afterall.

Yours sincerely,

[redacted]

Badge Number ***[redacted]***

10. (Signed by 115 licensees)

CENTRAL ADMIN

01 DEC 2020

RESPONSE TO DACORUM CONSULTATION

The undersigned all agree the following matters and collectively make these points in opposition to the proposed policy

1. The timing of this policy, during a pandemic and at a time when licensing will be aware that Taxi/Private Hire Drivers and Operators have been substantially hit shows a lack of empathy and/or is in poor faith;
2. The impact of Covid-19 on everyone's lives have been enormous and not only are many suffering from financial problems but family problems, loss of friends and family and mental health problems are only amongst some of the concerns all are presently engaged with. These factors and material considerations are relevant when asking one to engage in a new policy that will materially change the working methodology for many;
3. It is said that any amendments to the existing policy should be delayed for a substantial period to allow normality to resume and for various interested parties to be able to seek independent advice and/or to do so when their health is better and they have fully recovered.
4. Para 2.4 (b) is opposed – any new policy should be clear. Certainly so, when dealing with enforcement, legal proceedings and any ambiguity shall always be avoided. The policy should have readily identified breaches and the approach to enforcement should be consistent, by following a written policy. Para 2.5 allows freedom for officers to depart from the Policy and to do so would be unreasonable and inconsistent.
5. Para 5.3 – amend to require the council to write to the Applicant re missing information and if no response within 14 days then rejected.
6. Para 5.5 is otiose and unreasonable. If someone has properly declared all matters and has been granted a driver's licence then the option to suspend/revoke is wholly unnecessary.
7. Para 5.6 should ensure that the licence holder has the right to make representations as they deem suitable, whether in writing or orally, directly or using legal representation
8. Para 5.8 and 5.9 is wholly unreasonable. Any licence holder can only make the application at the time stated and requested. If matters such as DBS take longer than envisaged then the licence holder can't be held to be responsible and he shouldn't be penalised for the responsibility of the external department or Council. There should be a requirement to ensure that all licences are renewed by a xxdays before the expiry and once done the licence would remain valid until the application has been disposed of. If matters are delayed then the council can issue a temporary licence until such time that the application has been dealt with.
9. Para 4.2 is wholly unreasonable. There is no justification for a 5 years prohibition. Rather the Rehabilitation of Offenders Act 1974 sets out when criminal convictions will be counted until and thereafter a applicant should be able to make an application. If the

decision to revoke/refuse has been upheld by a Court then a prohibition period of 1-2 years may be deemed to be reasonable (depending on the circumstances). Contradiction to para 13.5.

10. Para 4.4 should only apply if charged. An arrest and release are immaterial, and any action taken would contravene basic principles.
11. Para 7.4 should be permitted and a designated percentage of vehicles should be wheelchair accessible as at 7.3 rather than all the HC.
12. Page 14 (Para 7.7) – there is a suggestion that no consideration would be given to other means of disposal, including warnings etc (as set out in para 6.3 – page 12) and will only be applicable after conviction.
13. Para 7.18 – the timeframe should be reduced to once a year and/or on written request. On written request will deal with the possibility of complaint whereas the once a year will deal adequately with safety and the costs of the exercise to do so (at no increase in fares) are proportionality balanced.
14. Para 7.21 should also include all possibilities as set out at para 6.3
15. Para 8.4 is illogical and will be the cause of dispute – if a fare is agreed prior to the commencement of the journey then what is the purpose of the meter? If a HC carries out work as a PH then the fare will in the main be agreed and both driver and customer will know what the fare is.
16. Taxi Demand tests should also be part of the formula so assessments can be made for the number of HC plates issued.
17. Fit and Proper – should not allow the licensing authority to revisit previous decisions and apply the same retrospectively. All applicants that have been previously granted licences should be granted licences and only on their being new material should the test be applied.
18. Section 11 (page 24) – knowledge tests should only be required for new applicants.
19. Completely ignores technology and that geographic knowledge is not required.
20. 11.3 – If the Applicant can show that they meet the minimum requirement through previously conducted tests (for example entry to the UK or GCSE's etc) then these certificates should be satisfactory and there being no need for further versant tests. The highway code testing is carried out when passing the driving test.
21. 11.4 identification of suitable Safeguarding and Disability training should be provided from various providers allowing consistency.
22. 11.8 Is unduly harsh and a prohibition of this length is disproportionate.

23. 12.2 – unnecessary inhibition – the law says 12 months and there is no evidence that 36 months better's safety.
24. 13.3 – as relevant to the present licence held rather than all previous licences. If an Applicant has been granted determining the Applicant as fit and proper and there are no changes in the duration of the presently held licence then there is no reason for an alternate position to be adopted and to do so is perverse.
25. 13.4 Only until they are unspent – with points being awarded for infractions the consideration of these matters should only apply during that timeframe and not for infinity.
26. NR3 should be removed on death.
27. 16.11 is unreasonable – how would the drivers know whether it is going to take longer than a minute to or not when commencing the boarding or alighting.
28. Section 18 - the trade recognise the importance of global climate change and support such a approach, however the timing amidst a pandemic and lockdowns is unreasonable and to expect many to spend thousands in replacement vehicles during such a time is unreasonable. This should be deferred until such time that the situation has improved and certainty leads to 'normality' in the markets/trade.
29. The government have set a longer period to ensure all vehicles are electric/hybrid than that proposed at para 18.4 and the policy should reflect and be amended to the government standards allowing for further time for normality and changes to be implemented.
30. Para 18.7 should be amended to reflect no new changes are required for a substantial period of time for renewals, Whereas new applicants after xx should be required to comply, such a phased journey is much more proportionate.
31. HC vehicles will not require hats (roof signs) to be worn when not working – this is to ensure that potential passengers don't attempt to get into the vehicle when it is off duty. However, if working it must wear its hats and failure to do so is an offence.
32. Annex A is disproportionate.

11.

From: [redacted]

Sent: 09 December 2020 22:05

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Views on Draft Policy - [redacted]

To whom it may concern,

From reviewing the draft policy, I do not agree with chapter 18 and all the sub points contained within the chapter.

The main reason for this view is people have struggled to earn a living during this pandemic hence it may be unrealistic to achieve the goals outlined. My main concern is drivers may not be able to purchase new vehicles that abide by the proposed changes therefore, will make them jobless.

Kind Regards

[redacted]

12.

From: [redacted]

Sent: 09 December 2020 21:57

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: FW: taxis-policy

To whom it may concern

I am writing to discuss the proposed changes to the taxi licencing policy.

I have worked as a Hackney carriage driver in dacorum borough council for the past 13years. During the past 5years work has decreased substantially for number of reasons.

1 the taxi rank was moved to the back of town, which made it less accessible which resulted to a decrease in trade

2 uber working illegally in dacorum borough breaking bylaws and other trading laws

3 unlicensed vehicles in the area stealing trade

4 covid 19 pandemic has destroyed whatever little trade that was left.

During the lockdown back in March i wasn't able to work at all for that period of 4 month's. Since returning to work even after doing 12hrs shift i can barely make £30 which as u can imagine is well below the minimum wage. Yet our Bill's,expenses and all other responsibilities still remain but earnings are at an all time low.

With these issues raised above and taking that into account i object to the clauses 18.1 to 18.8 on the following reasons.

Clause 18.2 vehicles must meet or exceed Euro 5 emissions standards from 01/04/2021 vehicles must meet or exceed Euro 6 emissions standards at first application .with the current situation it is not financially viable to be able to buy a new car.

Further more by 01/04/2023 i am expected to buy onother car which must meet or exceed Euro 6 emissions (clause 18.3) which would mean even more expense which i cannot afford.

Clause 18.4 aims for all vehicles to be electric by 2025 which again would require for me to buy onother again which financially is not viable.

I do appreciate that climate change is an important issue and it does need to be tackled but however given the current economical situation the proposed policy changes are financially not viable. Myself and many drivers will not be able to upgrade our vehicles to meet the required specifications that is suggested. Many people will lose their livelihoods due to this policy changes. The council should be supporting the taxi driver's through these very uncertain and difficult time's, instead of proposing new changes which will have huge impact on job's being lost.

Clause 18.5 suggests that taxi can be modified to meet the emissions standards to which i have not found a company which would be able to offer this service. Biofuel is only available for commercial trades this does not include taxi driver's.

We URGE the council committee not to implement this policy especially in the current situation. I feel that this policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours faithfully

[redacted]

(Badge number **[redacted]**)

13.

From: [redacted]

Sent: 09 December 2020 12:03

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Taxi Policy Changes

Dear Licensing Policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially section 18.1 to 18.8

I'm a hackney carriage driver of 20 years and in the last 5 years our work has decreased due to:

1. The town rank having moved to cause major issues with the trade.
2. Unlicensed vehicles working in the area.
3. Uber working illegally in our borough breaking all the bylaws and many other laws of the trade
4. Coronavirus pandemic has destroyed the trade.

During this pandemic, our trade has gone down during the lockdown and to this present date, we are operating 12 hours shift with a maximum earning of around 30 to 40 pounds. With our earnings being so low, we still have expenditures like insurance, fuel, wear, and tear, etc. On top of that, we have families to feed rents, electricity, gas, and so on.

Taking into account all the above, the reasons for the objection to clauses 18.1 to 18.8 are:

1. Financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned, furthermore, for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to an electric vehicle which would cost another 20k plus. So therefore this proposal does not make any sense to implement. It feels like the council is trying to dismantle the trade. Many drivers will be unable to afford to upgrade their taxis leading to many drivers being jobless. There are approximately 450 drivers in the borough and this policy especially clause 18.1 to 18.8 will be detrimental to their trade and will cause a majority of the drivers to become jobless as they will not be able to afford to upgrade their vehicles.

Clause 18.5 suggests that a taxi can be modified to meet the emissions standards but finding a company that carries out the conversion is not as easy as it sounds. Secondly, the other alternative is to use biofuel which is unavailable to the general public and is only available to commercial trade like trucks and not for taxi drivers. Also, there is no place to buy it.

We URGE the council committee not to implement this policy, especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation improves.

Yours sincerely

[redacted]

[redacted]

14.

From: [redacted]

Sent: 08 December 2020 22:06

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Licensing Policy Changes

To Whom It May Concern,

I am writing to discuss the proposed changes to the taxi licensing policy.

I have worked as a hackney carriage driver in Dacorum Borough council for the past 21 years. During the past 5 years work has substantially decreased for a number of reasons;

1. The town rank was moved to the back of town, making it less accessible, resulting in a decrease in trade.
2. Unlicensed vehicles working in the area and stealing trade
3. Uber working illegally in Dacorum Borough, breaking all the bylaws and many other trading laws.
4. Covid-19 pandemic has destroyed what little trade was left. During the 4 month lockdown period, from the 26th March I was unable to work at all. On my return to work, I have been unable to earn a more than £30 after a 12 hour shift. Which in the current climate is below minimum wage. Whilst the earnings are at an all time low; the bills, expenditure and responsibilities remain.

Taking the above into account, I objection to clauses 18.1 to 18.8 for the following reasons:

Clause 18.2 states “Vehicles must meet or exceed Euro 5 emissions standards (From 01/04/2021 vehicles must meet or exceed Euro 6 emissions standards at first application.)” Currently, I cannot afford to buy a new car, which would cost approximately between 12k - 16k - this is more than I have earned this year.

Further to this, I am then expected to buy another car by 01/04/2023 which must “meet or exceed Euro 6 emissions standards” as per clause 18.3. Which would be a further £20 000 expense which I cannot afford. Clause 18.4 aims for all vehicles to be electric by 2025, which once again would require me to buy another car. I do appreciate that climate change is an important issue and should be tackled. However, the proposed policy changes here are not financially viable in the current economical situation. Many drivers, including myself, will not be able to afford to upgrade their vehicles to meet the required specification suggested. This policy change will result in the loss of jobs as people will be unable to meet these requirements. I believe the council should be supporting the taxi drivers through this difficult year instead of proposing changes that will result in the loss of many jobs.

Clause 18.5 suggests that a taxi can be modified to meet the emissions standards but I have not found a company which would be able to offer this service. Biofuel is only available for commercial trades this does not include taxi drivers.

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours Faithfully,

[redacted]

(Badge number: HD **[redacted]**)

15.

From: [redacted]

Sent: 05 December 2020 21:34

To: Licensing Mailbox <Licensing@dacorum.gov.uk>

Subject: Taxi and Private Hire Licensing Policy

Strong Emissions Policy

As much as I support the ideology behind this I think your planned implementation is far too rapid.

At this moment in time there are very few models of hybrid and electric cars on the market that are suitable for our industry. You may or may not realise that your licenced drivers do not buy brand new cars. Therefore the number of second-hand suitable vehicles are in even scarcer supply. At this stage we are still in the dark as to the practicality of buying a used hybrid or electric car as the cost to replace the batteries can be £5k to £6k and therefore might also be a negative to buying a used car. If we elected to buy an electric car I only know of 2 charging points in the car park in Wood Lane End. How long would we all be queueing for to use them? Drivers without their own driveway in their house may be able to charge their electric car at home if they bought one now but what about the rest of us who can't even find a place to park in the road we live in?

The result of all this is either drivers getting licenced by other boroughs or leaving the industry all together resulting in an increase in vehicles licenced by the likes of Uber operating in our borough.

I should also point out that hybrid and electric cars are currently being targeted by thieves who steal the catalytic converters.

Finally I should point out the bad press the council would get if this was forced through while the majority of council vehicles are no doubt still running on diesel.

The Government has set more realistic targets for the replacement of our fossil burning vehicles. I see no reason that you shouldn't put in your policy that you will not renew any vehicle one calendar year before the deadline the Government has stated giving all current and future drivers plenty of prior notice in order they can plan to purchased the required vehicle in good time.

I hope this is helpful.

Regards

[redacted]

Sent from [Mail](#) for Windows 10

16.

From: **[redacted]**

Sent: 01 December 2020 16:32

To: Nathan March <Nathan.March@dacorum.gov.uk>

Subject:

Dear nathan

I am writing on behalf of **[redacted]**.

As you are aware of the taxi policy currently being reviewed. We the committee have signed a petition collectively. We have 115 drivers that have signed it and we have 32 points of objection to the policy. I have attached the objections and hope that this will be shown in the review i have emailed the policy Committee and we have forwarded it to you aswell. Many thanks **[redacted]**

. I have also posted it so that u have a hard copy in the forum

17

From: [redacted]

Sent: 01 December 2020 16:32

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject:

Dear licensing policy Committee

I am writing on behalf of **[redacted]**

. Before we have outlined 32 objections and we have signed a petition collectively in these points in opposition to the proposed policy. Please accept this from all the drivers that have signed.

Due to thr corona virus not all drivers have been working and we have been unable to get hold of all the drivers. I have attached the petition. Thanks **[redacted]**

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RESPONSE TO DACORUM CONSULTATION

The undersigned all agree the following matters and collectively make these points in opposition to the proposed policy

1. The timing of this policy, during a pandemic and at a time when licensing will be aware that Taxi/Private Hire Drivers and Operators have been substantially hit shows a lack of empathy and/or is in poor faith;
2. The impact of Covid-19 on everyone's lives have been enormous and not only are many suffering from financial problems but family problems, loss of friends and family and mental health problems are only amongst some of the concerns all are presently engaged with. These factors and material considerations are relevant when asking one to engage in a new policy that will materially change the working methodology for many.
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31. HC vehicles will not require hats (roof signs) to be worn when not working – this is to ensure that potential passengers don't attempt to get into the vehicle when it is off duty. However, if working it must wear its hats and failure to do so is an offence.
32. Annex A is disproportionate.

18.

From: *[redacted]*

Sent: 01 December 2020 14:46

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Changes to licensing policy

To whom it may concern I am a licensed taxi driver in Dacorum and have been for the last 20 years.

I am very concerned that the council has decided to do this policy review during a pandemic making it very difficult for the trade to object.

I would also like to bring to your attention the decimation of the the taxi trade in Dacorum due to the freedom of Uber drivers Able to work within decorum unchallenged has led to a huge drop in trade for the Dacorum taxi trade.

I think it would be inappropriate to force the trade to replace there fleet with electric vehicles without an impact assessment. I somehow feel there won't be much of a trade left if you go ahead with this policy changes .

at present drivers are all on their knees financially and had no support from the local borough it seems to be they want to do everything they can to make it more difficult for very honest drivers to make a living.

I understand These policy changes are to do with the environment and public safety and both points are very important but I also believe an impact Assessment on the taxi trade in Dacorum is a important part And well overdue. You Cannot continue to change policies without looking at the impact on the trade and whether this is sustainable Thanking you **[redacted]**

AaronDale Cars

19.

From: **[redacted]**

Sent: 29 November 2020 20:00

To: Licensing Mailbox <Licensing@dacorum.gov.uk>

Subject: Fw: Re- Taxi's green by 2025

Good morning,

I don't agree to the proposal to make all taxi vehicles electric or hybrid standard by 2025. I feel this is an impossible task to meet, I have been a Hackney driver for at least 10 years. My income has reduced significantly due to the move of the town rank, Uber are also illegally working in the town, unlicensed vehicles working in the town. and because of the Corona pandemic my income has virtually been reduced to zero. Our customers use our service as a luxury not necessity, our customers are also working from and have been made redundant. Business may not improve next year. I therefore do not foresee how I will afford to buy an electric or hybrid car anytime in the future.

I do not agree with other proposals the council want to introduce, we are all experienced drivers and all know the rules and policy guidelines.

In these difficult circumstances we need more help and support from the council and licensing department and not more pressure.

Kind regards.

[redacted]

20.

From: **[redacted]**

Sent: 27 November 2020 09:31

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Fwd: Taxi licensing

[redacted]

Dacorum Borough Council.

The Taxi Licensing,

Dear sir/ madam,

I am writing to you regarding the Taxi Policy that has been set out for next year April 2021 to buy a new specific year of car as for public safety and potential risks associated with taxi.

Unfortunately I won't be able to afford to buy a new car at the moment . As you are aware that due to the Covid-19 Pandemic this year, we have lost our job by 90% as public avoid traveling in public transport.

Moreover it's been unfair for us as the other Licensing operators using Hemel Hempstead and for us Taxi Drivers making jobless.

Additionally, I do not think the environment will be affected by us Taxi drivers since there are many private vehicles, buses,lorries and delivery vehicles in Hemel Hempstead are much older in year than the taxi cars we use which will cause more carbon emissions to the environment.

I urge you to look into this matter again by giving us a relief by a year or two until we build up our lives and settle ones the pandemic over.

Many thanks!

Yours Sincerely,

[redacted]

21.

From: [redacted]

Sent: 13 November 2020 10:09

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: My views on the changes of the licensing policy

To the Licensing Team,

I, **[redacted]**, plate no: **[redacted]** am writing to you this email regarding about the Taxi Policy that has been set out for next year April 2021. In my point of view, I think we will not be able to afford to buy the new specific year of car as for public safety and potential risks associated with taxi.

The reason for this is that, due to the Covid-19 Pandemic this year, we have lost our job by 80% as customers avoid to use our cars when we are by the Taxi Ranks.

As you are aware, there are many other licensing operator drivers, such as London PCO, Uber, Three Rivers for example who come into Hemel Hempstead and pick customers of their choice. By doing so, we do not have any hires at all and many cars are in parked position by the Taxi Ranks.

Moreover, I do not think the environment will be affected by us drivers since there are many delivery drivers around Hemel Hempstead such as Amazon, Hermes, DX, DPD etc. Where as their vehicles are much older in year than the taxi cars we use which will cause more carbon emissions.

I highly condemn, other Licensing Operators using Hemel Hempstead as their working platform and for us Taxi Drivers making jobless.

Except the fact, that if Dacorum Borough Council will support and assist us during this difficult time of the year. We may agree to this new policy that has been set out.

Thank You,

Yours Sincerely,

[redacted]

22.



Licensing Team
Decorum Borough Council
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1DN

7TH November 2020

Taxi Draft Policy Consultation

Dear Sir/Madam,
am writing to you regarding draft policy number 18.4 which says by 2025 all vehicles will be expected to meet an electric/hybrid standard. From the current pandemic situation, we are struggling to live off from this business as our business has decreased rapidly. Furthermore, other drivers (Aylesbury, PCO London, Three Rivers) have taken over the whole Dacorum area, so we get very little business. Recently, I bought a brand-new vehicle, and I am struggling to pay back the loan so I cannot afford to buy another new vehicle. Can you please consider postponing the Taxi Draft Policy or give a grant to us so that we can buy a new vehicle which will comply with the new taxi policy. It would be very much appreciated.

Yours Sincerely,



23.

Star Taxis Travel& Tour Ltd
STAR TAXIS
33 Goldcroft
Hemel Hempstead
Herts
HP3 8EY

OPERATOR LICENCE NO PO 032
HV214/ HV148/ HV108/HV212

Licensing Team
Decorum Brought Council
Marlowes
Hemel Hempstead
HP1 1DN
Hertfordshire

Postpone taxis/private hire vehicle policy consultation

Dear Sir/Madam,

I am writing to you regarding draft policy number 18.1 to 18.8 which is about the emission changes. From the current pandemic situation, we are struggling to live off from this business as our business has decreased rapidly. We do not receive much money so are not able to afford a new vehicle. Furthermore, other drivers (Aylesbury, PCO London, Three Rivers) have taken over the whole business in our Dacorum area, so we get very little business. We have been drastically affected so can you please consider postponing the taxi policy consultation or give a grant to buy a new vehicle to all our drivers.

THANK YOU

Yours Sincerely,


Managing Director
Star Taxis Travel&Tours ltd

24.

From: [redacted]

Sent: 06 November 2020 20:52

To: Nathan March <Nathan.March@dacorum.gov.uk>; Farida Hussain <Farida.Hussain@dacorum.gov.uk>; PENNING, Mike <mike.penning.mp@parliament.uk>; [redacted]

Subject: Taxi Consultation

To whom it may concern,

Hope you are all keeping well. I **[redacted]** **[redacted]**, feel very concerned with the timing of the taxi consultation. I am aware this consultation was pre planned however I believe due to the current economic situation the best option is to postpone the consultation.

At the precise moment with the current pandemic situation with what you are proposing (change of vehicle) is near impossible. Therefore as mentioned above it would be in the best to put aside the consultation until the economic condition of the country has improved.

I have had meetings with the council to provide us with the taxi ranks in Berkhamsted, Tring and to make the rank outside Crazy Chicken (which is currently part time) into a full-time rank.

I have been promised a lot, however nothing has been materialised as such to this moment. I would like to raise the question to the taxi licencing department, what has been put in place till this date to improve the working conditions for the taxi drivers? There are so many points that I could put in this email that would go on forever however I would strongly protest that the licensing department rethink or postpone the consultation especially for the change of vehicle.

As a worker of the rank I would like to highlight the fact that there is minimal income working on the rank. On numerous occasions I have waited on the rank for many hours and returning home with no job. The potential of a taxi driver earning a living of the rank in a 10-hour shift is maximum up to 30 pounds. Moreover it doesn't help with the number of foreign taxi plated vehicles working in our Borough. Drivers that are plated from other councils have their meters calibrated to Dacorum which shows that they have no intention of working where they are licenced from. Their sole intention is to work in our Borough which the council are aware about.

Due to personal circumstances, I am having to fly out of the country and do not know the duration of this trip. Any correspondence please can you get in touch with the **[redacted]**; **[redacted]** (who I have copied into the email)

Kind Regards

[redacted]

25.

From: **[redacted]**

Sent: 03 November 2020 09:12

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: **[redacted]**

Good morning,

Thank you for letting us know for new policy but circumstances now we can't afford to go ahead one is covid 19 2nd in dacourm Borough Council not many cars as in electric or Euro 6 its not gonna make any difference u forcing us to do it so can u revisit ur deceion please it will be very helpful for us thanks

Regards,

[redacted]

26.

From: **[redacted]**

Sent: 28 October 2020 11:25

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Emissions proposal

I have to say that with these new proposals over Emissions it seems like you are driving the final nail in the coffin for us Hackney carriage drivers first remove us out of Marlowes to the back of the town And the flyers that we gave out when this happened said there will be signs in the town to let people know where we were and there isn't any signs in the town even now in 2020 we Hackney carriage drivers pay Dacorum borough council year after year to be able to work our towns Streets whilst Uber Pay you nothing and are running rife taking our living down to nothing and then coronavirus came along and now we are on our knees Things were bad enough before coronavirus and now they're pretty much ruined with that and Uber together and now you hit it upon us that we have to spend around 15 grand for new vehicles every few years eventually going to electric

You really have no idea after all the years of service myself personally 20 years I've given to this job I passed my knowledge test and I was proud but now it seems anybody can get an Uber license as long as They've got a sat/nav And have the audacity to call them self a taxi driver so now i strongly would urge you to re-consider your daft proposals Your timing could not be any worse not enough work before covid 19 definitely not enough now struggling to survive I will actually go as far to say as it feels like you're trying to bury us hackney carriage drivers I wonder what's going on?

[redacted]

27.

From: **[redacted]**

Sent: 23 October 2020 17:26

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Important Taxi Policy Changes - Ref **[redacted]**

Dear Mr March,

I hope this email reaches you in good health,

I am writing in response to your recent letter regarding important taxi policy changes. It is very disappointing to hear such changes are taking place during these difficult times. Some of the key changes that have been listed in the policy are understandable, however, I have concerns and do not agree with some of the changes and most notably the following:

- . **Strong Emissions Policy:** sited 1.9 on the Taxi and Private Hire Licensing Policy - key changes document and section 18 on the Draft Taxi Licensing Policy document.

The initiative aims to reduce emissions and achieve carbon neutral activities by 2030 and therefore, we are being asked to purchase vehicles that are approx. 4 years of age or alternatively fully or part electric vehicles by 2023/2025.

In normal times, these changes would seem somewhat understandable but still unrealistic due to the trade and current competition from mendacious companies such as Uber. However, because of the current situation and the pandemic resulting in massive losses for our trade, I strongly believe this policy is unrealistic and unfair given the current circumstances and fierce competition. Business is extremely slow, and we are really struggling to pay our expenses and continue in this trade. Furthermore, I purchased my 2009 plate vehicle not too long ago, which in line with your policy would need to be upgraded within 6 months for me to be able to continue work. By introducing new policies such as the above, you are not showing your support during these difficult times. It will be exceedingly difficult to afford, purchase and maintain new vehicles especially since customer numbers have dropped drastically and the future is not looking much better with both this pandemic and continuous competition.

Finally, I am not alone regarding the above points and can confidently confirm these views are shared amongst my peers and the majority of other taxi & private hire drivers. Therefore, I sincerely request that you reconsider this new policy and consider the above points before finalising the draft policy. We as a community of drivers would appreciate your support and hope that this new policy is not implemented, and other means are considered.

Thank you for your time.

[redacted]

28.

From: **[redacted]**

Sent: 21 October 2020 22:19

To: Licensing Mailbox <Licensing@dacorum.gov.uk>

Subject: Infotainment

I just find out next year after april 2021 petrol hybrid Car need to be euro 5 is well

Sent from my iPhone

From: [redacted]

Sent: 21 October 2020 17:27

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: FW: Taxi licensing

Sent from my Samsung Galaxy S9+ - Powered by Three

Yo whom it may concern

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the

1. Town rank was moved causing major issues with the trade.
2. Unlicensed vehicles working in the area .
3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade
4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

29.

From: [redacted]

Sent: 15 October 2020 21:22

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Rejection to proposal

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the

1. Town rank was moved causing major issues with the trade.
2. Unlicensed vehicles working in the area .
3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade
4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this

policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

30.

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

From: **[redacted]**

Sent: 15 October 2020 12:22

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Emissions criteria change.

I'm Hackney carriage driver badge number. **[redacted]**

.

Thank you for the email regarding the emissions change draft. I have some reservations about how quickly you want to introduce these changes especially in the current climate of COVID-19. My earnings have dropped more than half in the last six months. I think we should be given at least 10 year period in which to implement these changes. I hope you will consider these points when you come to your decision. regards. **[redacted]**

Sent from my iPhone

31.

From: **[redacted]**

Sent: 15 October 2020 11:23

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: taxi and private hire consultation

Thank you for the key points laid out for the draft consultation.

You refer to S18 of the draft policy (Emissions) but do not elaborate. It is difficult to answer a point that has not been transparent, so I can only assume you want all vehicles changed to electric.

I strongly argue against this point as there is no scientific evidence that this will not further impact on

the environment:

- due to the life of batteries and recycling/replacing
- rape of the earth's infinite resources ie lithium
- insufficient charging points

Whilst I agree that pollution needs to be addressed policies must be realistic with regard to today's economic climate. Taxis and private hire vehicles generally have heavier usage than average drivers and are replaced on reliability. At present Dacorum taxi and private hire drivers are under great financial pressure not only from reduced work due to coronavirus ie people working from home, not going out socially, closures, isolating but also from drivers from outside the area that we cannot compete with. Uber can pick up and drop off without the lost mileage, our systems cannot do that. London taxis work from here and go to London, work and return without any charges applied which we have to add. Berko Black Cabs **[redacted]** works from here and only works in London whilst waiting for return fares. You have no jurisdiction over these drivers and they can do as they like. Our takings are substantially down and to have a large outlay to do school runs, that only run term times, and older generation doing shopping locally is not a viable proposition.

In protecting the public, you would be failing our older generation who rely on our service for getting around locally and the mental support of a known regular driver. I say that because any changes introduced at present will result in drivers giving up. Takings are down by two thirds. Many drivers have not returned since the lockdown or are doing reduced hours. Turn it round and tell the council and all its contractors to replace their vehicles and it would be thrown out.

Rgards

[redacted]

32.

From: **[redacted]**

Sent: 14 October 2020 16:38

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Policy changes **[redacted]**

Dear Mr March

Due to current circumstances I am not thrilled about the environmental changes and having to possibly having to change 3 vehicles over the same amount of years.

i am all for a green planet and would like to ask the council if i was to purchase an electric vehicle where would i plug this in. I do think for the future we need to do this over the next 10 years.

Kind regards

[redacted]

33.

From: **[redacted]**

]

Sent: 06 October 2020 11:35

To: Licensing Mailbox <Licensing@dacorum.gov.uk>

Subject: Taxi changes

Hi just received the letter about the taxi changes due to the covid 19 and I would like to say that I do not agree with the changes of the vehicles on these hard times, also we are struggling to feed our families and you guys want us to buy new cars.

[redacted]

34.

From: **[redacted]**

Sent: 11 October 2020 21:46

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Fwd: Proposed licencing policy changes

Dear licensing policy Committee

I'm writing with regards to the proposed changes in the taxi licensing policy, in particular sections 18.1 to 18.8.

I am a Hackney carriage driver who has worked within the Dacorum borough for over 10 years. We have seen work decline drastically over the last 5 years due to several reasons listed below:

1. Movement of the Taxi rank which has lead to reduced footfall and trade for all drivers.
2. Unlicensed vehicles continue to work in the area.
3. Introduction of Uber drivers now also working illegally in the Borough, which breaks all laws & bylaws of the trade
4. Coronavirus pandemic which has almost halted the remaining trade altogether. During this pandemic our trade has gone down to around a quarter of where it would previously have been. Whilst our potential earnings have been severely restricted, we continue to incur expenditure on insurance, fuel, wear and tear, maintenance and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. Unachievable with the current level of work available in the borough, due to the reasons mentioned above. Without the income coming in buying a highly specific vehicle at substantial cost is impossible.

A euro 6 emissions standard vehicle will currently costs approximately £20,000 or more. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another £20,000.

This proposal feels like the council are trying to scrap the trade. The majority of drivers will be unable to afford or upgrade their taxis, leading to many drivers becoming job less. There are Currently over 450 drivers in the Borough and this policy especially clause 18.1 to 18.8 will lead to a substantial number of these drivers becoming unemployed.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have been unable to find any company that does that. An alternative which is the use of bio fuel is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where to buy this from .

We urge the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better, allowing us to get through the initial turbulence before assessing what we need to do next.

Yours sincerely

[redacted]

35.

From: *[redacted]*

Sent: 10 October 2020 15:09

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Review of taxi and private hire policy consultation

Hi

Please find attached letter expressing my views on proposed taxi policy.

Thank you

Kind regards

[redacted]

Dear Sir/Madam,

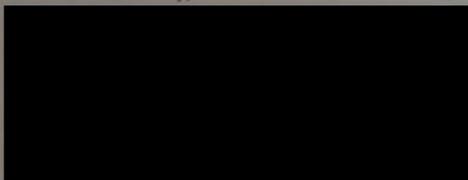
RE: Review of taxi and private hire policy consultation

I am writing to express my concern and disagreement with a specific aspect of the policy under consultation.

The timescale that has been provided with regards to the emissions requirement changes is extremely unrealistic. Under the current climate, income for Dacorum licensed taxi drivers has been drastically reduced due to COVID 19 and fierce competition from private companies such as Uber. Bearing this in mind, setting such short deadlines where a significant investment from taxi drivers is required to meet the standards is unfair and inconsiderate of the financial hardship that taxi drivers are currently facing.

I am hopeful that my views will be taken on board in this consultation and look forward to hearing from you.

Yours faithfully,

A large black rectangular redaction box covering the signature area of the letter.

36.

[redacted]

8th October 2020

Dear Sir/Madam,

RE: Review of taxi and private hire policy consultation

I am writing to express my concern and disagreement with a specific aspect of the policy under consultation.

The timescale that has been provided with regards to the emissions requirement changes is extremely unrealistic. Under the current climate, income for Dacorum licensed taxi drivers has been drastically reduced due to COVID 19 and fierce competition from private companies such as Uber. Bearing this in mind, setting such short deadlines where a significant investment from taxi drivers is required to meet the standards is unfair and inconsiderate of the financial hardship that taxi drivers are currently facing.

I am hopeful that my views will be taken on board in this consultation and look forward to hearing from you.

Yours faithfully,

[redacted]

37.

From: **[redacted]**

Sent: 06 October 2020 11:35

To: Licensing Mailbox <Licensing@dacorum.gov.uk>

Subject: Taxi changes

Hi just received the letter about the taxi changes due to the covid 19 and I would like to say that I do not agree with the changes of the vehicles on these hard times, also we are struggling to feed our families and you guys want us to buy new cars.

[redacted]

38.

From: **[redacted]**

Sent: 04 October 2020 15:40

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: New Taxi licensing policy

Dear Licensing policy Committee,

I am writing to yourselves in regards to the new Taxi licensing policy being proposed, especially sections 18.1 to 18.8.

I have worked in the Dacorum Borough council for over 18 years and over the past 4 to 5 years I have seen the volume of work in this area decrease detrimentally due to the following reasons;

- The rank that was positioned in the Town centre was moved which had an affect on our trade.
- There are now many unlicensed vehicle working in the area.
- Uber are now working I believe illegally in the area breaking many bylaws and many other laws of the trade.
- The Coronavirus pandemic has caused a dramatic impact on our trade, our trade has gone down to near enough nothing in terms of earnings during the past 4 months whilst in lockdown. To this present date, we are working close to 12 hour shifts with earning around £30-40 a day. And with our earning being affected so, we still have our expenditures to account for.

The reason I am objecting to clauses relating to 18.1 to 18.8 are;

- It is financially unsustainable in this current economic situation given the above stated reasons for a Taxi driver to purchase a vehicle which is euro 5 emissions standard. This would set me back 12 to 16 thousand pounds or more depending the vehicle specifications and for it to then change again to a euro 6 standard after a year or so. A euro 6 emissions standard vehicle will cost approximately 20K and above. I will then have to change again in another couple of years to a hybrid/electric vehicle which would set me back another 20K. Many of us Taxi drivers will be unable to afford to upgrade our vehicles.
- Implementing clauses 18.1 to 18.8 would mean the current 450 drivers in the borough, over 60% of Taxi drivers will be made jobless as they are unable to afford to upgrade.
- 18.5 clause suggests Taxi vehicles can be modified to meet emissions standard but I have unfortunately been unable to find a company that does such a modification.

I am urging the council committee to not implement this policy especially during this current climate, this policy should be delayed until the pandemic is over and the current economic situation is improved.

Kind Regards,

[redacted]

39.

From: [redacted]

Sent: 03 October 2020 21:07

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Taxi policy changes

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 25 years and in the last 5 years our work has decreased due to the fact that the

1. Town rank was moved causing major issues with the trade.
2. Unlicensed vehicles working in the area .
3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade
4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

40.

From: [redacted]

Sent: 03 October 2020 17:26

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Proposed licencing policy changes

Dear licensing policy Committee

I'm writing with regards to the proposed changes in the taxi licensing policy, in particular sections 18.1 to 18.8.

I am a Hackney carriage driver who has worked within the Dacorum borough for over 10 years. We have seen work decline drastically over the last 5 years due to several reasons listed below:

1. Movement of the Taxi rank which has lead to reduced footfall and trade for all drivers.
2. Unlicensed vehicles continue to work in the area.
3. Introduction of Uber drivers now also working illegally in the Borough, which breaks all laws & bylaws of the trade
4. Coronavirus pandemic which has almost halted the remaining trade altogether. During this pandemic our trade has gone down to around a quarter of where it would previously have been. Whilst our potential earnings have been severely restricted, we continue to incur expenditure on insurance, fuel, wear and tear, maintenance and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. Unachievable with the current level of work available in the borough, due to the reasons mentioned above. Without the income coming in buying a highly specific vehicle at substantial cost is impossible.

A euro 6 emissions standard vehicle will currently costs approximately £20,000 or more. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another £20,000.

This proposal feels like the council are trying to scrap the trade. The majority of drivers will be unable to afford or upgrade their taxis, leading to many drivers becoming job less. There are Currently over 450 drivers in the Borough and this policy especially clause 18.1 to 18.8 will lead to a substantial number of these drivers becoming unemployed.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have been unable to find any company that does that. An alternative which is the use of bio fuel is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where to buy this from .

We urge the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better, allowing us to get through the initial turbulence before assessing what we need to do next.

Yours sincerely

[redacted]

[redacted]

41.

From:
Sent:
To:

Subject: New Taxi consultations

Dear Sir/Madam,

This is an urgent circular email. It is a long and quite forensic email but its because the ramifications of what I'm about to raise are quite huge, is why this email is as long as it is.

It is regarding major proposed rule changes (proposed by Dacorum Borough Council's licensing department it seems) - to be applied to Dacorum's Taxi and Private Hire licensed drivers/operators.

If these rules are passed by local councillors, it seems the new rules and requirements will come into effect at very short notice and too short notice to be anywhere near reasonable or feasible on some key areas for drivers to be able to meet.

Before I go on about the issue concerning my colleagues and myself the most, my background on this, is that I am a Hackney carriage Licence Holder.

My representations are as an individual, I am not officially representing other colleagues of mine but I have liased with Dacorum Hackney and Private Hire Taxi association who do officially represent most local drivers and they are ok with my raising issues when I do so and they have asked me to raise issues in the past too.

I doubt there would be many drivers disagreeing with my immediate concern.

My main immediate concern is regarding proposals that will require all drivers to have cars that meet at least Euro Emission 5 standards by the 1st April 2021.

The proposals then also want all drivers to have cars that meet Euro Emission 6 standards by April 2023 and then in 2025, for drivers to have hybrid/electric plug in cars.

The proposals you can see for yourself are on DBC's Taxi Licensing webpage and it says early on in Section 2 of those proposals, that there is not legislation requiring these changes to be done.

The consultation on all of the proposals is open to be responded to until sometime in December 2020.

If DBC councillors only decide then on what to pass and what not to pass, drivers could be looking at less than 4 months notice to change their cars or be out of their job. Even now, we have 6 and a half months maximum or so to get potentially ready and with everything going on, this is not feasible or reasonable.

As some of us (including myself) vehicle licence, has expired or will expire before December and we currently do not own cars that meet the proposed changes, and because of the short amount of time involved in general and for all the things/reasons I am about to outline, I am requesting that on this major aspect of the proposals, councillors consider this aspect earlier than December and I am hoping will not pass the proposal.

As this aspect could have massive ramifications for drivers and their livelihoods/life chances as well as it could lead to a shortage of Taxi's/Private Hires, I hope you will read the following too and give it serious consideration.

What has happened with regard to Central Government's role on this is that they asked a group of people to look into all rules/laws regarding Taxi's/Private Hires around 2017.

That group called something like The Taxi Taskforce Finish Group reported at somepoint in 2018 I think and they made various recommendations.

The Government responded to that report sometime in 2019 I believe and they seem to have given their general stances. If you want to look at these reports, search for the Taxi Task Force Finishing Group and it should bring up the original recommendations to the Government and the Government's response.

Apart from one area on tax, from what I can tell, Central Government did not seem to have made any requirements or passed legislation, though they have mentioned where they agree with recommendations and that when time allows, they will legislate in the future.

The Government has also mentioned what they think is best practice and as part of their response, they say things like "we welcome this" but don't seem to have passed legislation requiring councils to follow/implement recommendations.

What I think Central Government seem to be saying to councils across the country is "have a look at our response and what we say is Best Practice/National Minimum Standards on some areas and consider it in general but its up to you to decide to implement what you feel is best for your area".

With regard to my main concern regarding the local licensing department wanting drivers to have cars that meet the standards I mentioned earlier, I have seen no mention that Central Government want Taxi's/Private Hires to all be Class 5/6 Euro Emissions by April 2021 and 2023 respectively.

The Government also don't seem to have mentioned requiring drivers to have Hybrid cars either but they did mention that grants are available for those who do buy them.

So it seems the licensing department has taken its steer from DBC's Emergency Climate Change Policy.

My responses to this is that it is not reasonable, affordable and I suspect will not be at all effective only applying these environmental policies to a small amount of people working in Dacorum.

We all know in general what the Covid 19 outbreak has done including to people's jobs/income.

I was working with Choice Taxis up until lock down measures were first put into place/ordered and I have kept in contact with Choice every few weeks since to ask them how much business they are getting.

I was told in mid June and even into early July, that they had less business than at the start of lockdown and that it was at about 10 per cent business they were getting compared to before the Covid 19 outbreak. This was during the time when some restrictions on businesses and the public had started to get lifted oo.

From late July onwards, I have been told that business is between 30-40 percent of what it was pre the Covid outbreak.

For those of my colleagues who only work on Taxi Ranks, it would definitely have been much much worse for them.

Even before the Covid outbreak though, business in the Taxi industry in Dacorum was incredibly tough and incomes/profits have taken a hammering ever since Uber started gaining lots of the local custom from 2016 onwards.

I myself have not worked since the Prime Minister first ordered various businesses to close around March the 16th/17th 2020 and the PM back then also advised anyone with underlying health conditions to stop working.

42.

From: [redacted]

Sent: 01 October 2020 13:46

To: Licensing Mailbox <Licensing@dacorum.gov.uk>

Subject: Taxi Consultation Feedback

Good Afternoon,

I write in relation to the document named consultation circulated to the trade inviting comments with the deadline dated 9th December 2020.

Having reviewed the consultation, firstly I would like to congratulate the council and in particular the Licensing department in bringing together 1 document

For the trade which will in future prove easier to consult and review. It is also beneficial that we are now looking to move away from paper based forms and

Move to a much more modern electronic version. I will however request the council invite the trade to test the online portal/service before its introduction.

Background:

Taxis and their use in Dacorum have been severely affected in the last decade by a combination of County and local Council planning/policies.

- The replacement of the original taxi rank not only affected the trade but also local businesses along the old strip.
- A ripple effect of the above is, why would someone from the biggest bar in town, the Full House walk back on themselves to the rank to go to the old town. Although a night rank is marked outside of Crazy Chicken this is disjointed and is not beneficial due to the constant pick up drop off privately of people.
- The free movement and cross border issues whereby drivers from other licensing authorities have been able to operate in the borough (this is not limited to Three Rivers as has been discussed in the past with Aylesbury Vale etc)
- Contracts awarded to licensing authorities such as Uttlesford having an affect on local drivers being priced out.
- UBER, the single biggest failure has been the lack of action taken against UBER drivers solely working in the borough, touting. This has had one of the biggest effects on the trade.
- Lack of checks and enforcement on cross border and UBER.
- Covid-19, the pandemic that has led the world into a global recession and reduced the trade to 80% decrease in business and for some drivers more leading to increased working hours, second jobs and reliance on top ups from Government if applicable. Additionally lockdowns where taxis were not in use and public were restricted to their homes. There hasn't been a reduction in licensing fees or extension to licences because of this. In fact the Licensing department which is under resourced has been delayed in issuing licences for both drivers and vehicles.
- Further restrictions of people being encouraged to work from home- leads to less trade from stations /commuters
- 10pm curfew is having an impact on the trade more.

- Relinquished night trade due to the towns lack of investment, Covid so no beneficial of the time and a half rate. This has led to more drivers working day shift which has impacted on shifts of drivers as reduced market share.

In relation to the consultation itself and some of the changes proposed, please find below my comments.;

The first point to consider is that the changes within the Consultation are not requirements under Law.

I was not aware of any prior consultation of proposed changes as specified within this consultation (dates)

At point 5.8 there seems to be no grace period but where is the transparency with the Councils delay in dealing with applications, this should be a two way process.

At Point 11.7 , Whilst Safeguarding training is of utmost importance, the requirement to do this at renewal is quite a demand considering the costs will be on the drivers and in addition to other increasing costs. There are no main differences in law from previous training so why every 3 years and why not every 5 or other application. Have you considered stand alone training like a refresher session which is subsidised.

At point 16.11 the requirement to turn the engine off after 1 minute to reduce nuisance is actually something that would cause more nuisance especially if you have to turn on your engine straight away for another job or move your car up the rank. The time requirement should be removed and be replaced by reasonable time.

Point 18. Emissions.

Every individual has a responsibility and a role to play with climate change. However how has the situation become so bad within Dacorum that you require this sudden change. Central London has only introduced the ULEZ around 12 months ago and other major cities are still considering its implementation. Dacorum is far from polluted and I feel to stay relevant both politically and look favourable amongst local authorities is proposing its introduction here within the borough. You have rules in place governing vehicles and those over 10 years have a M.O.T twice. If there is any emission issue this would be picked up at M.O.T stage. You cant simply go on a whim and say we want to implement a policy that requires licensed vehicles to be of a certain requirement emission wise without taking into consideration all the effects.

At 18.1-18.6 it states all new vehicles licensed from 01/04/2021 will need to meet Euro 6 and any renewals Euro 5. This change is less than 5 months from the time the consultation closes. This is both draconian and simply not feasible. The policy goes onto say that drivers may get vehicles adapted/modified, change the fuel to cleaner one or change the vehicle. I would like you to explain how vehicles can be modified or adapted and will you be supplying this service. In terms of using cleaner fuel, this is already in place with the removal of 4star to unleaded and I don't see how this can be implemented. This inevitably leads to the purchase of a new vehicle which is basically what you are wanting drivers to do but is totally wrong for a whole host of reasons.

In effect, if a drivers licensed a Euro 4 Vehicle this year 2020, they will have to get this changed again at renewal and with the way the trade is they would have to invest in a Euro 6 as it would be a first licence for the new vehicle. Then again by 2025 they would have to invest in a new vehicle.

By 2025 vehicles should be hybrid/electrical. This is non sensible in that you are effectively requiring the trade to invest year on year in its vehicles when there is simply no legal requirement, no government directive , decreased trade due to a pandemic and UBER.

From a personal perspective, You need to consider, I have a vehicle which is manufactured in 2007, this meets the standards for ULEZ in Central London but will fail in Dacorum due to your labelling of Euro 6. How is this possible and clearly demonstrates to me that the Council has failed to understand emissions requirements before trying to introduce them locally.

If you want to create a better carbon foot print, you should consider suspending all proposed changes to policy until you receive a government directive on this. It is good you wish the borough to go to electric vehicles but within 5 years is both unfair and ludicrous. Whilst this Pandemic is ongoing and in the height of recession the council should suspend any proposed changes it wishes to introduce in relation to vehicles emissions. A more accurate assessment needs to be made of what is feasible in the current uncertain climate. At the earliest Euro5 should be introduced by in 2025. I again reiterate that any changes should be suspended for the foreseeable future.

I am happy to discuss further if you require.

Kind Regards

[redacted]

43.

From: [redacted]

Sent: 30 September 2020 22:03

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Licensing policy committee

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a private hire driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the

1. Town rank was moved causing major issues with the trade.
2. Unlicensed vehicles working in the area .
3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade
4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents, electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to gerenel public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

44.

From: **[redacted]**

Sent: 29 September 2020 16:55

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Taxi licensing policy 18.1 to18.8

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 6 years and in the last 5 years our work has decreased due to the fact that the 1. Town rank was moved causing major issues with the trade.

2. Unlicensed vehicles working in the area .

3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade 4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

45.

From: **[redacted]**

Sent: 27 September 2020 08:59

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: About the policy

Dear drivers if you are having difficulties sending a email we have made a template that you can use and send to the committee. Please add your own details in the email template.

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the 1. Town rank was moved causing major issues with the trade.

2. Unlicensed vehicles working in the area .

3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade 4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better. Or if you provide grant for everyone.

Yours sincerely **[redacted]**

46.

From: **[redacted]**

Sent: 25 September 2020 22:44

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Taxi Licencing policy

Dear sir /madam . I have gone through the new taxi policy consultation and really worried to read from no 18.1 to onwerd about changing the cars for taxi . First thing probably the amount of taxi in Dacorum brough council is only 5% or may be 10% of all the cars on the road and changing the 5% in to euro 5 or 6 while 95% still will be on the road will not make a huge difference in climate clean control . I need to get you attention towards the finical crises taxi trade is facing from last couple of years due to uber working illegally in the brough had a major impact in the taxi trade . Than from last few months we are hand to mouth and can't even earning enough to feed the family due to coved 19 . If you apply this rule witch I can see the date in April 2021 in next six months while the government restrictions on pubs and restaurants till 10 pm Till March will more damage the trade , i am afraid it would not be possible to afford to buy the new car . I will be really grateful if you kindly review you decision . Looking forward to hearing from you soon . Thanks and kind regards

[redacted]

[redacted]

Sent from my iPhone

47.

From: **[redacted]**

Sent: 25 September 2020 01:58

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Changes to Taxi Emissions standards

Dear Sir/Madam,

During this hard time most of business are struggling to survive. We taxi drivers has lost nearly 70% of our income. We are struggling to pay monthly bills. Nearly every one of us in debt.

In this hard time how can we buy new vehicles which meets the new standards. Because we won't be able to change our vehicles in this short time, As a result we will be workless.

I hope you don't want to deprive us from our livelyhood.

So I request that these changes should be postponed.

Thanks

[redacted]

48.

From: **[redacted]**

Sent: 23 September 2020 18:24

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Euro 5 & 6 emission standards.

I think it's really unfair to make all drivers change their vehicle to Euro 5 & 6 standards in the upcoming years. We have been hit hard by Uber drivers and now Covid-19. Both of them has significantly reduced our income. I hope all drivers and association condemn and counter this policy as soon as possible, as I think it's utterly wrong [redacted]

Sent from my iPhone

49.

From: [redacted]

Sent: 22 September 2020 22:27

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Taxi licence policy

To whom it may concern at the licensing policy Committee,

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the

1. Town taxi rank was moved causing major issues with the trade, as people don't bother looking for the rank anymore they just order an Uber to wherever they are.
2. Unlicensed vehicles are working in the area when we have paid hard earned money to have a license for this borough.
3. Uber working illegally in our Borough, breaking all the bylaws including many other laws of the trade.
4. Coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low, we still have expenditure like insurance, fuel, wear and tear ect. On top of that we have families to feed rents, electrics, gas and so on.

Taking into account all the above, The reasons for the objection to clauses 18.1 to 18.8 are as follows

Financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will

be between 12,000 to 16,000 or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20,000 or above. The driver will then have to change again the vehicle again after a 2 year period to a hybrid or electric vehicle which would then be another cost on top of another 20,000. Therefore this proposal does not make any sense to implement. It feels like the council are trying to scrap the trade. Many driver will be unable to afford or upgrade their taxis due to the current climate and wages we make, many drivers will become jobless due to this being their primary job for many years. There are Currently over 450 driver in the Borough and the policy pinpointing especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of drivers to become jobless as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have been unable to find a company that does this. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks, not for taxi drivers. There is also no way of buying the fuel individually which makes this impossible.

We URGE the committee not to implement this policy especially in the current climate decreasing due to coronavirus. This policy should be delayed until the pandemic is over and the economic situation becomes better for us.

Yours sincerely

[redacted]

50.

From **[redacted]**

To: Licensing@dacorum.gov.uk

CC:

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

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A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

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We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

Name

Address

Badge number

Please use this as a template only do not copy and paste as I have already sent this to the council and change some information or if you feel you can add more then do so .

Send to licensingpolicy@dacorum.gov.uk

Thanks take action now

Protect yourself for the future

Act now you have till the 9th December

[18/09, 12:01] Nas Mob: Dear drivers if you are having difficulties sending a email we have made a template that you can use and send to the committee. Please add your own details in the email template.

Dear licensing policy Committee

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We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

51.

From: [redacted]

Sent: 21 September 2020 18:33

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>; Licensing Mailbox <Licensing@dacorum.gov.uk>; Nathan March <Nathan.March@dacorum.gov.uk>

Subject: Fwd: URGENT. Re Major & Sudden Proposed Changes To DBC Taxi/Private Hire Rules

----- Forwarded message -----

From: [redacted]

Date: Sunday, September 20, 2020

Subject: URGENT. Re Major & Sudden Proposed Changes To DBC Taxi/Private Hire Rules

To: [redacted]

Dear Sir/Madam,

This is an urgent circular email. It is a long and quite forensic email but its because the ramifications of what I'm about to raise are quite huge, is why this email is as long as it is.

It is regarding major proposed rule changes (proposed by Dacorum Borough Council's licensing department it seems) - to be applied to Dacorum's Taxi and Private Hire licensed drivers/operators.

If these rules are passed by local councillors, it seems the new rules and requirements will come into effect at very short notice and too short notice to be anywhere near reasonable or feasible on some key areas for drivers to be able to meet.

Before I go on about the issue concerning my colleagues and myself the most, my background on this, is that I am a Dual Licence Holder. I have both a Hackney Carriage and Private Hire Driver Licence.

I was first licensed as a Private Hire Driver in 1998 and then I think it was late 1999 or into the year 2000 when I also passed the Hackney Carriage tests/processes.

My representations are as an individual, I am not officially representing other colleagues of mine but I have liased with some of those who do officially represent most local drivers and they are ok with my raising issues when I do so and they have asked me to raise issues in the past too.

I doubt there would be many drivers disagreeing with my immediate concern.

My main immediate concern is regarding proposals that will require all drivers to have cars that meet at least Euro Emission 5 standards by the 1st April 2021.

The proposals then also want all drivers to have cars that meet Euro Emission 6 standards by April 2023 and then in 2025, for drivers to have hybrid/electric plug in cars.

The proposals you can see for yourself are on DBC's Taxi Licensing webpage and it says early on in Section 2 of those proposals, that there is not legislation requiring these changes to be done.

The consultation on all of the proposals is open to be responded to until sometime in December 2020.

If DBC councillors only decide then on what to pass and what not to pass, drivers could be looking at less than 4 months notice to change their cars or be out of their job. Even now, we have 6 and a half months maximum or so to get potentially ready and with everything going on, this is not feasible or reasonable.

As some of us (including myself) vehicle licence, has expired or will expire before December and we currently do not own cars that meet the proposed changes, and because of the short amount of time involved in general and for all the things/reasons I am about to outline, I am requesting that on this major aspect of the proposals, councillors consider this aspect earlier than December and I am hoping will not pass the proposal.

As this aspect could have massive ramifications for drivers and their livelihoods/life chances as well as it could lead to a shortage of Taxi's/Private Hires, I hope you will read the following too and give it serious consideration.

What has happened with regard to Central Government's role on this is that they asked a group of people to look into all rules/laws regarding Taxi's/Private Hires around 2017.

That group called something like The Taxi Taskforce Finish Group reported at somepoint in 2018 I think and they made various recommendations.

The Government responded to that report sometime in 2019 I believe and they seem to have given their general stances. If you want to look at these reports, search for the Taxi Task Force Finishing Group and it should bring up the original recommendations to the Government and the Government's response.

Apart from one area on tax, from what I can tell, Central Government did not seem to have made any requirements or passed legislation, though they have mentioned where they agree with recommendations and that when time allows, they will legislate in the future.

The Government has also mentioned what they think is best practice and as part of their response, they say things like "we welcome this" but don't seem to have passed legislation requiring councils to follow/implement recommendations.

What I think Central Government seem to be saying to councils across the country is "have a look at our response and what we say is Best Practice/National Minimum Standards on some areas and consider it in general but its up to you to decide to implement what you feel is best for your area".

With regard to my main concern regarding the local licensing department wanting drivers to have cars that meet the standards I mentioned earlier, I have seen no mention that Central Government want Taxi's/Private Hires to all be Class 5/6 Euro Emissions by April 2021 and 2023 respectively.

The Government also don't seem to have mentioned requiring drivers to have Hybrid cars either but they did mention that grants are available for those who do buy them.

So it seems the licensing department has taken its steer from DBC's Emergency Climate Change Policy.

My responses to this is that it is not reasonable, affordable and I suspect will not be at all effective only applying these environmental policies to a small amount of people working in Dacorum.

We all know in general what the Covid 19 outbreak has done including to people's jobs/income.

I was working with Choice Taxis up until lock down measures were first put into place/ordered and I have kept in contact with Choice every few weeks since to ask them how much business they are getting.

I was told in mid June and even into early July, that they had less business than at the start of lockdown and that it was at about 10 per cent business they were getting compared to before the Covid 19 outbreak. This was during the time when some restrictions on businesses and the public had started to get lifted oo.

From late July onwards, I have been told that business is between 30-40 percent of what it was pre the Covid outbreak.

For those of my colleagues who only work on Taxi Ranks, it would definetly have been much much worse for them.

Even before the Covid outbreak though, business in the Taxi industry in Dacorum was incredibly tough and incomes/profits have taken a hammering ever since Uber started gaining lots of the local custom from 2016 onwards.

I myself have not worked since the Prime Minister first ordered various businesses to close around March the 16th/17th 2020 and the PM back then also advised anyone with underlying health conditions to stop working.

I do have an underlying health condition and other health issues too so I followed the advice in general.

I was generally prepared to take the risk of trying to go back to work and I still might but then a few days ago I was sent a message by colleagues about these proposals.

My own vehicle licence has expired and my Dual Driver's Licence expires at the end of the year.

As my car is a Class 4 Euro Emissions car, I am in a very difficult position on deciding is it worth the cost of renewing my licences or not.

If I was to renew my licences and if these rules are implemented, its highly likely that by April next year, I will be unable to afford buying a car that will meet Euro Emission 5 or 6 standards.

I think this will be the case for a considerable amount of my colleagues too as I think many of them will have Euro 4 emission cars and only a limited amount of drivers I suspect have cars that meet Euro 5/6 emissions.

I have to ask too that is there much difference in the amount of emissions from Euro Emissions 4 to 5 and then 6?

London has an Ultra Low Emissions Zone and my car would not have to pay the charge.

TFL's webpage says that any petrol car made from 2005 onwards would qualify as meeting the minimum requirements (not to pay) and they seem to indicate some cars from 2001 onwards would have too, though for Diesel Cars it says cars made from 2015 onwards meet the minimum standards.

Bear in mind though, London has an ULTRA low emission zone, hence why I ask, is there much difference between Class 4-6 in emissions.

I have owned my own car for the last 6 years and I'm pretty sure its never failed any of its MOT's and its always passes the emission test part too and I've never had any advice given that my cars emissions are getting close to the mark.

I personally have always bought the main dealer for my car engine oil and filter and the oil still looks like it is when its being released from its container. Its not turned black in colour but stayed like a golden syrup type colour.

In the last 2 years or so too, I have been required to have 2 MOT's a year too as my car is now older than 10 years old but its never failed its MOT's.

If its the case that the local licensing department has assumed that Taxi's and Private Hire cars "are always on the go" and that is one of their reasons on wanting to apply these changes, then I think they have got this very wrong.

Since 2010 at the very least, in my experiences of working with local Taxi Companies, the amount of fares I get on average, is 1 an hour and I spend much more time parked up waiting to be given a fare than I do driving. I suspect its the same for most of my colleagues.

Even when I first started the job and over my first 5 years, we would only get back to back fares at certain times of the day/night, mainly the rush hour periods in the mornings and early evenings and then at weekends it varied as and when it was busy but it was mainly early evenings and when the pubs used to all close at 11pm.

During my time in the job, the amount of drivers and new companies entering the market locally seemed to keep on growing significantly until 2010 or so and it was no coincidence that the more drivers and companies that entered the market, the less amount of business each driver gets.

The Government changed the law in part in 2015 with the Deregulation Act and it was that law that allowed Uber to start placing their massive network of drivers across the country. It was because of the unfair advantages that law gave towards Uber, is why the Government in part formed the Task Group to look into Taxi Rules in general as so many drivers complained.

I would also like to make the point that because of the Covid outbreak and many people not working, that this has lead to a decrease in pollution levels too.

I have read via the website of Private Hire and Taxi Monthly, that three areas, Sheffield, Bristol and Leeds have suspended plans for a Clean Air Zone that they were going to go ahead with.

In addition to requesting/hoping DBC's councillors do not pass this part of the proposals, my alternative suggestions/points on this area of dealing with climate change is for DBC to look at bringing in a low emission zone later on in this decade and hopefully Covid 19 might have been dealt with by then too.

Until then, while the consequences of the Covid 19 outbreak is still occurring, its likely emissions be lower than they were before the outbreak.

Bear in mind the Government have declared they will ban the sale of new diesel and petrol cars from 2035 onwards and I read a few days ago, the Government are being asked to bring forward that ban to 2030.

I would also suggest the local licensing department make drivers/Taxi Companies aware of the grants that might be available to buy a hybrid plug in vehicle, though on that, I did see on the BBC's website a few days ago, that the Hybrid cars emit more emissions than originally thought.

I would not be able to afford a new car even with a grant given and I suspect while business is as patchy as it is, many drivers will not want to commit to such a cost in any case.

I would also point out that if the local licensing department think that Uber and their drivers might fill the gap, if local drivers are forced out of the job, then I would say not necessarily so.

A lot of my customers over the last few years who mainly use Uber now but sometimes still use Choice too, they have told me most of the Uber drivers they talk too, tell them, that they are originally from an EU country.

It is a question the public ask a lot to drivers in general, "where are you from/originally from". I certainly get asked that question a lot.

IF it is the case, that many of Uber's drivers are from an EU country, then bear in mind once the transitional period with the EU ends, EU countries and their citizens will face much stricter immigration rules and any company that enjoyed receiving a high amount of applications and subsequently workers from EU countries may no longer enjoy that so Uber over time may struggle to get drivers.

Also while some of Uber's cars are currently quite new (mainly because TFL require cars to be 5-7 years old maximum when licensed for the first time), their cars are likely to get older too.

Just because Uber's cars currently might be newish too does not mean they are necessarily being maintained well. Uber are busy because they potentially might charge a little less than local cars but the busier a company/driver is, the more wear and tear they incur too.

As Uber's cars are mainly licensed by TFL, DBC will not have much information available on the condition of their cars even if local enforcement officers get the right to pull them over and check them out. Its unlikely to get DBC the same information as if Uber's cars were licensed by DBC and had MOT's under DBC etc.

Even if Uber bring out driverless cars, I think they have overlooked bigtime they will have to pay to build them, maintain them and insure them, tax them, pay the licensing fees direct and even if their investors like Toyota provide them with cars, I think they are in for a rude awakening when they realise the profits in the Taxi industry is never that high.

I am very surprised in general with the ignorance there seems to be with those who invest in Uber and how much profit they must have wrongly assumed there is in the Taxi industry.

If local drivers are forced out in significant numbers before Uber might get driverless cars, then think of how that could affect DBC's finances re funding the licensing department and with Dacorum having lots of homes built over the next 15 years, if its made too difficult to be a Taxi Driver, will there be enough drivers to meet the demand?

I am going to conclude my representations on this major aspect here but I may well be making further submissions regarding other parts of the proposals.

Yours faithfully,

[redacted]

52.

From: **[redacted]**

Sent: 21 September 2020 09:58

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Opposing the policy 18.1 /18.8

Dear drivers if you are having difficulties sending a email we have made a template that you can use and send to the committee. Please add your own details in the email template.

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the 1. Town rank was moved causing major issues with the trade.

2. Unlicensed vehicles working in the area .

3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade 4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to gerenal public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

Sent from my iPhone

53.

From: [redacted]

Sent: 20 September 2020 20:41

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Taxi licence policy consultation

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8.

I am a Hackney carriage driver who has worked within the area for over 20 years and in the last few years our work has decreased due to the fact that the

1. Dacorum Borough Council moved the taxi rank from the main town centre to the back of the town and has negatively impacted trade
2. Unlicensed vehicles working in the area
3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade. We feel the council should be taking greater responsibility to deal with this. If Reading Council can prohibit Uber, why can't Dacorum apply the same rules?

4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to gerenel public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. With the effects of coronavirus still being strongly felt, we desperately seek support from the council to protect our local taxi trade.

This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

[redacted]

54.

From: **[redacted]**

Sent: 20 September 2020 19:27

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject:

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the 1. Town rank was moved causing major issues with the trade.

2. Unlicensed vehicles working in the area .

3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade 4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

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A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

Name **[redacted]**
[redacted]

Sent from my iPhone

55.

From: *[redacted]*

Sent: 20 September 2020 19:27

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject:

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

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A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

Sent from my iPhone

56.

From: **[redacted]**

Sent: 19 September 2020 10:49

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject:

Sent from my Dear drivers if you are having difficulties sending a email we have made a template that you can use and send to the committee. Please add your own details in the email template.

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the 1. Town rank was moved causing major issues with the trade.

2. Unlicensed vehicles working in the area .

3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade 4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel, wear and tear ect . On top of that we have families to feed rents, electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

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A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

57.

From: **[redacted]**

Sent: 19 September 2020 08:56

To: Licensing Mailbox <Licensing@dacorum.gov.uk>

Subject:

Dear drivers if you are having difficulties sending a email we have made a template that you can use and send to the committee. Please add your own details in the email template.

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the 1. Town rank was moved causing major issues with the trade.

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Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

58.

From: **[redacted]**

Sent: 18 September 2020 21:07

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: New proposal of taxi licensing policy

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the 1. Town rank was moved causing major issues with the trade.

2. Unlicensed vehicles working in the area .

3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade 4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date

we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

Sent from my iPhone

59.

From: [redacted]

Sent: 18 September 2020 17:36

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: New Taxi /Private hire licencing policy

Dear sir/madam

I am sending this email to object to your new emission policy. Clauses 18.1 to 18.8.

According to these clauses we have to change to euro 5 in 2021 and euro 6 2023 and then hybrid/electric 2025.

From my personal point of view I am driving a euro 3 at this moment and to do these changes so quickly I will not be able to manage it. The time scope is far too short. I could end up leaving taxi driving and as i am 50+in age and problems with my knees it will hard for me to find another job and I could end up on the dole.

I do understand that future is hybrid/electric and I have no objection for the council making policy towards it but I do object to the timing.

Due to this pandemic all the taxi/private hire drivers are struggling and finding alternatives eg food deliveries, parcel delivery etc to make end meet.and people in Taxis Licensing Dept are well aware of this.

I request you looking into timing and give some extra time to implement this policy.

You being our employer should be helping us at these hard times but you are doing the opposite.

Thank you

[redacted]

60.

From: [redacted]

Sent: 18 September 2020 17:04

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Objection

Dear licensing policy Committee

Iam writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

Iam a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the

1. Town rank was moved causing major issues with the trade.
2. Unlicensed vehicles working in the area .
3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade
4. Corona virus coronavirus pandemic which has completely destroyed the trade. During

this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are 1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to gerenel public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

61.

From: *[redacted]*

Sent: 18 September 2020 17:01

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject:

Dear licensing policy Committee

I'm writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I'm a Hackney carriage driver who has worked within the area for over 20 years and in the last 5 years our work has decreased due to the fact that the 1. Town rank was moved causing major issues with the trade.

2. Unlicensed vehicles working in the area .

3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade 4.

Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like taxi insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to gerenel public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

Name- **[redacted]**
Address -**[redacted]**

62.

From: [redacted]

Sent: 18 September 2020 15:14

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Policy Changes

Dear Sirs

I am quite alarmed to see the taxi and private hire licensing policy draft. As previously stated and numerous emails to the licensing officers over a period of 20 years, it falls on deaf ears and blind eyes. I am seriously doubting if the licensing officers are fit for purpose. I have mostly sent emails to Richard Mabbitt and Ross Hill that the trade must be involved to better the experience for the customer, drivers and economics of Dacorum Borough.

Looking at your environmental policy I believe it is a step in the right direction for the future of the planet but as you are aware during these unprecedented times people are worried about jobs, housing and how to feed themselves before buying in to save the planet. I wonder who's brain wave for the emissions policy it was, if you can please let me know. Why would you have a 3 tier system starting 1.4.2021 to 1.04.2023 where there is a possibility of changing 3 vehicles. I personally believe as the largest operator in Hemel Hempstead that all Hackney carriages should be electric vehicles by 2028 and all private hire should be Hybrid vehicles by 2028. The council for Hackney vehicles should provide charging points at ranks and stations and also have the infrastructure in place before any regulation date is to be adhered to. For all the vehicles mentioned, the council, should be asking central government that the vehicles should be VAT free and should also have 5 years interest free payments to encourage drivers to fulfil the green change and save our planet.

As you are aware that in the current climate trade has dropped by 70% since we have returned from lockdown and prior to that the trade had dropped 98% during lockdown.

I have as an operator can say that the council's safety policy was very late off the starting blocks for drivers and operators. For the first 3 months there was no guidance what so ever. I believe in these current time a designated licencing office should be dealing with the taxi trade only. Going forward there needs to be a major shake up on how the taxi licensing officers operate.

I would also like to know why the update on any changes is not emailed separately to every single driver in the borough so they can have a say. It seems that the council are operating a policy find it if you can!

You have a duty to all drivers if and when you decide that there is going to be a change in the rules and regulations that every single driver should be informed of the changes and given a 90 day period for consultation.

Going forward we will not tolerate this behaviour from the licensing department, as you are accountable to us the drivers and operators and most importantly the residents of Dacorum.

Yours faithfully

[redacted]

63.

From: **[redacted]**

Sent: 18 September 2020 11:48

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject:

Sent from my Dear drivers if you are having difficulties sending a email we have made a template that you can use and send to the committee. Please add your own details in the email template.

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the 1. Town rank was moved causing major issues with the trade.

2. Unlicensed vehicles working in the area .

3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade 4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to general public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

[redacted]

64.

From: [redacted]

Sent: 17 September 2020 21:56

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Taxi licensing policy

[redacted]

[redacted]

Dear licensing policy committee

I am writing this email due to the concerns I have with the taxi licensing policy proposal, in sections like 18.1 and 18.8.

I have been Hackney carriage taxi driver for many years now, and in the recent years work has been decreasing, due to things like uber and unlicensed vehicles working in areas that they are not supposed to. Most importantly the coronavirus has caused many problems, leading people to lose their jobs and businesses.

Being a taxi driver, I work day by day to support myself, and income has been very low, with there being days where I hardly made anything. Taking this into account, I still have to pay for insurance, petrol, and bills. On top of that I have to keep my family supported and make sure they provided for.

In regards of sections 18.1 and 18.8, due to current situation and the drastic decrease of the economy, having to buy vehicle that is euro 5 emissions standard would cost huge amounts of money, then having to it change again it to euro 6 after some time does not make sense to me, and would cause many taxi drivers to become jobless and be left with no money, as many us are not able afford or upgrade to better vehicles

With all being said I'm sure there are many other reasons, but I think I speak for many taxi drivers out there. Please reconsider this policy, and I am urging you not implement this policy and place into affect at this current situation

[redacted]

65.

From: [redacted]

Sent: 17 September 2020 16:11

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Proposal for change taxi laws

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a private hire carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the

1. Town rank was moved causing major issues with the trade.
2. Unlicensed vehicles working in the area .
3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade
4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does this

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

Yours sincerely

[redacted]

66.

From: [redacted]

Sent: 17 September 2020 15:27

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Taxi licencing policy

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 25 years and in the last 5 years our work has decreased due to the fact that the

1. Town rank was moved causing major issues with the trade.
2. Unlicensed vehicles working in the area .
3. Uber working illegally in our Borough breaking all the bylaws and many other laws of the trade
4. Corona virus coronavirus pandemic which has completely destroyed the trade. During this pandemic our trade has gone down to 0% during the 4 month locked down and to this present date we are operating 12 hours shift with a max earning of around 30 to 40 pounds. With our earning being so low ,we still have expenditure like insurance, fuel,wear and tear ect . On top of that we have families to feed rents,electrics, gas and so on.

Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions

standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to gerenal public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

[redacted]

67.

From: [redacted]

Sent: 17 September 2020 14:58

To: Licensing Policy Mailbox <licensingpolicy@dacorum.gov.uk>

Subject: Taxi licensing policy proposal

Dear licensing policy Committee

I am writing in regards to the proposal of the taxi licensing policy especially in section 18.1 to 18.8

I am a Hackney carriage driver who has worked within the area for over 10 years and in the last 5 years our work has decreased due to the fact that the

1. Town rank was moved causing major issues with the trade.
2. Unlicensed vehicles working in the area .
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Taking in to account all the above . The reasons for the objection to clauses 18.1 to 18.8 are

1. financially unsustainable at the current level of the economic situation coming from all of the above that is mentioned furthermore for a driver to buy a vehicle which is euro 5 emissions standard will be between 12k to 16 k or more depending on the vehicle specification only to have to change to a euro 6 standard after a year which we can't do due to the current climate.

A euro 6 emissions standard vehicle will cost approximately 20k and above. Then the driver will have to change again in another 2 years to a hybrid/electric vehicle which would cost another 20k plus . So therefore this proposal does not make any sense to implement . It feels like the council are trying to scrap the trade . Many driver will be unable to afford or upgrade their taxis . Leading to many drivers being job less . Their are Currently over 450 driver in the Borough and this policy especially clause 18.1 to 18.8 will be detrimental to the trade and will cause 60% of driver to become job less as they will not be able to afford or upgrade these taxis.

Furthermore clause 18.5 suggests that a taxi can be modified to meet the emissions standards but unfortunately I have unable to find a company that does that. Secondly the other alternative is to use bio fuel which is unavailable to gerenal public and is only available to commercial trade like trucks and not for taxi drivers. Also there is no place where u can buy it from .

How can a driver buy 2 to 3 cars in a space of 3 years. Just so they can work and make a living . It does not make any sense. The cost of these taxis will be over 40k . When a average taxi driver make below 18k a year. This policy is unjust, unethical and not called for especially in the current pandemic climate.

We URGE the Council committee not to implement this policy especially in the current climate. This policy should be delayed until the pandemic is over and the economic situation becomes better.

[redacted]