

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

<b>Response Number</b>	<b>Date Received</b>	<b>Comment</b>	<b>Date Responded</b>	<b>Response</b>
1	02/08/2019	<p>Dear Sir</p> <p>In relation to proposal 1. Re : Requirement to have phone number of operator on door signs for phv's. Despite good intentions, I do not see how this would work in relation to Uber as you order a taxi via the app without using a phone number. As a driver, I do not even know what their phone number is so I imagine it would be difficult for members of the public to call them . I would expect strong opposition from Uber to have to take phone calls but that in itself may be a good reason for going ahead with this proposal.</p> <p>In terms of public safety, I support this proposal because in the event of an issue the Operator ought to be able to be called.</p> <p>Furthermore, would it not be a better idea to have the phone number of the Licensing Authority, in this case yourselves, because this would enhance public safety far more than having the Operator's number. This is because you are less partial and would take stronger action.</p>	02/08/2019	Acknowledgement e-mail sent
2	05/08/2019	<p>Many thanks for sending me the information about the current consultation about the Hackney Carriage and Private Hire - Licensing Policy.</p> <p>Whilst the Partnership Boards have not expressed views in relation to points 2 and 3, they have expressed concerns about safety as noted in point 1.</p> <p>They would be very keen to ensure that phone numbers are</p>	05/08/2019	Acknowledgement e-mail sent

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		<p>promoted on the sides of taxis.</p> <p>Many people are aware that the best way of resolving a problem is directly with the companies involved rather than going straight to the Council.</p> <p>Whilst this will not resolve all problems, indeed more serious issues should go straight to the Council, but will create a greater level of transparency and responsiveness.</p>		
3	07/08/2019	<p>I support all 3 proposals.</p> <p>It is important for p/h to wear company door signs that clearly display a phone number in case of emergency or complaints to the company.</p> <p>It should then be the said company's duty to pass these complaints onto to licensing.</p> <p>The zero/low emissions policy needs to be looked at again in greater depth.</p> <p>In last months autotrader there were only 2 cars for sale in the whole country that met the zero emissions and colour requirements specified.</p> <p>Furthermore,there are simply not enough charging points available for the size of the current Hackney and p/h fleet.</p> <p>Add the 1200 or so Southcbs p/h that currently work in Cambridge and the situation would simply be impossible.</p> <p>The idea of dropping the minimum 4 years old limit on newly licensed zero/low emission vehicles would be common sense and very welcome.</p>	08/08/2019	Acknowledgement e-mail sent
4	07/08/2019		08/08/2019	Acknowledgement e-mail sent

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>Good day</p> <p>I agree with the new policy proposals for the taxi policy.</p>		
5	07/08/2019	<p>Taxi policy</p> <p>Hi I agree with all 3 Proposals</p>		Acknowledgement e-mail sent
6	08/08/2019	<p>I support your 3 proposals in your current consultation.</p> <p>I think April 2020 is far too soon especially as there are not enough charging points, which if made available should be only for city use and not south Cambs drivers, also the number of electric multi seaters is very limited. We need more time to allow the market to catch up.</p>	08/08/2019	Acknowledgement e-mail sent
7	12/08/2019	<p>Thank you for giving us the opportunity to respond to your consultation.</p> <p>I attach our response below. I am heading out of the office until the end of the month, but I am ccing my colleague [REDACTED] should you wish to follow up on any of the points raised.</p> <p>ATTACHED content:</p> <p>Thank you for providing us with the opportunity to respond to the Cambridge City Council’s consultation on proposed</p>	19/08/2019	

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		<p>changes to the Private Hire and Hackney Carriage policy and conditions.</p> <p>Cambridge City Council has a significant opportunity to make considerable improvements to its private hire licensing regime, and we welcome the approach that is being taken to consult with the trade in considering those improvements.</p> <p>The council plays an important role in ensuring that the taxi and private hire industry is trusted, and meets the needs of local communities. However, regulation must be proportionate and well targeted. Best regulatory practice requires an assessment of whether any interventions are justified by specific and legitimate policy objectives.</p> <p>We believe that local licensing requirements should be regularly re-assessed with this in mind, and the current consultation exercise is an important step in doing so. Please find our response below - if you would like to discuss any of the points further please don't hesitate to contact me.</p> <p><b>1. Amend the policy to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles.</b></p> <p>This proposed change would require door signs to include 'the name and telephone number of the Operator fulfilling the booking'. This requirement does not reflect that increasingly bookings can be made via other channels including e-mail, website or via an app - and therefore requiring the inclusion of a telephone number may be redundant. We believe the condition should be updated to reflect the variety of ways in which passengers can now make a booking for a private hire vehicle.</p> <p>Moreover, many other councils have actually taken policy in the opposite direction, removing the requirement of a telephone number from their requirements.</p>		
--	--	---	--	--

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>As described by a senior licensing manager at Southampton City Council (in an email to me on August 5 2019, which he has given permission for me to share): <i>“In 2015 we decided to alter our conditions on the display of a telephone number. When we examined the policy we realised that it was an unfair condition to force the display of a number as not all vehicles are booked this way. Additionally there is no way we could enforce the fact that the number would be answered. Therefore if we were ever challenged by an applicant on this there would be a high risk of the policy being overturned as the justification was weak.” “Instead we require the phone number or web domain (that could be an email address). This has proved successful and we have had no complaints from the public regarding not being able to contact an operator in the event they wish to complain.”</i></p> <p>Brighton and Hove City Council, removed the requirement for operators to have a telephone numbers on the external livery in 2018, allowing instead for an operator name and/or phone number; <i>“[Permitted door signs]...should be 30cms by 46cms in size with white lettering, containing only the words “PRIVATE HIRE” and “PRIOR BOOKING ONLY” and a single telephone number or; company name of the operator (as approved by the Director)... If door signs are displayed a roof sign must also be displayed showing the same single telephone number or;company name/logo matching the door sign on the vehicle on the front and back of the roof sign.”</i></p> <p>[Emphasis added] (Section 150.5  <a href="https://phantom.brighton-hove.gov.uk/Published/C00000116/M00009219/AI00070116/\$20181120101423_017981_0061188_BlueBook5thEdition3.docxA.ps.p">https://phantom.brighton-hove.gov.uk/Published/C00000116/M00009219/AI00070116/\$20181120101423_017981_0061188_BlueBook5thEdition3.docxA.ps.p</a></p>		
--	--	---	--	--

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		<p>df ).</p> <p>The external livery is often used as a means of contacting the operator for a number of different reasons: most commonly to make a booking, very rarely to make a complaint. It would therefore be very confusing to customers to be pointed to a phone number from which they are unable to book a vehicle. Although there are other councils with similar policies with whom we hold a licence, they take the reasonable view to allow us to put the URL or relevant App store icons in lieu of a telephone number.</p> <p>Therefore we would propose that an operator provides 'contact information' on door signs, should you still consider this necessary, such as a telephone number, website or email address.</p> <p><b>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission.</b></p> <p>In principle, we are very supportive of the council's aims to improve air quality in the city. By using technology to get more people into fewer cars, at Uber we are actively working towards a future where every car journey is a shared journey, made in a highly efficient vehicle – reducing congestion, improving air quality and offering a genuine alternative to private vehicle ownership in urban areas.</p> <p>Whilst we support the council's aims - and applaud the council's foresight in supporting drivers to switch to zero and ultra-low emission vehicles by providing substantial discounts or full exemptions from licensing fees as a way of offsetting the increased costs - we nevertheless believe the proposed timeline for private hire vehicle compliance may be too short and does not give drivers or operators sufficient time to allow for fleet renewal. This therefore has the potential to result in</p>		
--	--	---	--	--

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		<p>adverse and unfair impacts on private hire drivers and could undermine longer term attempts to significantly improve air quality in Cambridge.</p> <p>We therefore recommend that the implementation date of the new vehicle standards for private hire vehicles is moved back - coming into effect at the end of 2022 to help ensure that council policy is more closely aligned with the availability of suitable, affordable zero and ultra-low emission vehicles. Current charging infrastructure in Cambridge is insufficient to accommodate widespread adoption of zero and ultra-low emission vehicles. We therefore encourage the council 1 to engage with drivers and operators to identify a timeline for supporting the rollout of rapid - and in order to future proof the city, ultra-fast charging infrastructure across the city to enable the widespread adoption of zero and ultra-low emission vehicles. It is encouraging that Cambridge City Council were awarded OLEV funding for 21 chargers overall.<sup>2</sup> We would welcome the opportunity to meet with the council to outline how we might work with you to support this policy objective on issues such as where these will be located, when they will be installed and commissioned, and how the council will ensure and manage access by taxis and private hire vehicles (beyond the chargers in the Adam and Eve car park).</p> <p><b>3. To remove the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old.</b></p> <p>We welcome this proposed change to licensing conditions as, notwithstanding our concerns regarding the council's proposed timetable for introducing zero and ultra-low emission vehicles highlighted above, it is likely to help drivers</p>		
--	--	---	--	--

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>to better manage the current more limited availability, and higher capital cost, of zero and ultra-low emissions vehicles. Additionally, due to having fewer moving parts than petrol and diesel vehicles, zero emission vehicles experience less wear and tear and can therefore be expected to have longer operational lives than fossil fuel powered alternatives.</p> <p>1 <a href="https://www.zap-map.com/locations/cambridge-charging-points/">https://www.zap-map.com/locations/cambridge-charging-points/</a></p> <p>2 <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/780199/ulev-taxi-infrastructure-scheme-winners-with-funding-amounts.csv/preview">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/780199/ulev-taxi-infrastructure-scheme-winners-with-funding-amounts.csv/preview</a></p> <p><b>4 Facilitating cashless payments</b></p> <p>Uber fully supports the aim of Cambridge City Council's card machine policy that was recently instated—namely that cashless payments are straightforward and available to all passengers.</p> <p>However we would request that the wording of the policy is amended slightly so that it can cover both app-based and traditional operators. For example, alternative wording could be:</p> <p><i>'Vehicles must have the means to facilitate cashless payments'</i></p> <p>Without specifying it has to be a card machine, the principle of the policy could then cover both app-based cashless payments and physical card machines. This would, we hope, future-proof the policy across all types of operators.</p> <p>Thank you once again for the opportunity to respond to this consultation, and please let me know if you wish to discuss any of the above further.</p>		
--	--	--	--	--

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

8	12/08/2019	<p>I write regarding the above consultation and would comment as follows,</p> <p>Item/1 As most private hire door signs already display the companies telephone number implementing this requirement will make little difference to the companies concerned.  This would bring into line all private hire door signs and would also align Uber vehicles.</p> <p>Item/2 Extending the implementation date for all new vehicles to be zero or ultra low emission would be a relief to many proprietors who face having a very large onerous cost placed upon their business. This cost would have to be met by the customers by a very large increase in fares by the council and would not be appreciated by the public. This would be detrimental to the hackney carriage trade.  Perhaps instigating a longer time frame by allowing Hy-brid vehicles to be licensed for say the next five years is a half way solution and would allow battery powered vehicle technology to become more competitive and thus more affordable for hackney carriage proprietors and also allow the bus companies and the council to align their green credentials with this imposition placed solely upon the hackney carriage trade.</p> <p>Item/3 This would make the purchasing of these expensive vehicles more affordable to the trade by allowing vehicles to be licensed say up to six years.</p>	19/08/2019	Acknowledgment e-mail sent
---	------------	---	------------	----------------------------

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		I hope a common sense approach will be adopted by the committee and give due consideration to the above.		
9	15/08/2019	<p>Dear Sirs ,  I am writing in reply to your email regarding amendments to the Hackney carriage and private hire Licensing policy.  I fully agree with point 1 and 3.  On point 2 I do have a few observations.</p> <p>Zero and ultra low emissions are the way forward no doubt but I don't think that the vehicles and technology available are quite up to the job yet.</p> <p>I agree that the current policy should be postponed until a late a date as possible or until the price and mileage range of a vehicle is more suited to the taxi trade.</p> <p>I believe that a realistic range at the moment is not a lot more than 100 miles which is just not practical being a hackney carriage driver like myself as It is not uncommon to get an instant long range fare from a rank or from the station where I have a permit.  This means you have to either turn down the fare or worry about running out of battery power if you cannot find a charging point anywhere.  I believe that we really need a range of 300-400 miles minimum on a full battery as some cars are worked by other drivers who operate a straight change over meaning the later driver would have to go out on a minimal charge so then</p>	19/08/2019	Acknowledgement e-mail sent

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		<p>limiting their possible jobs and having to have down time charging up.</p> <p>The choice of vehicle is pretty limited at the moment too and being 6ft 4" myself think that some of these are too small to sit in comfortably for hours at a time.</p> <p>Also the price of these vehicles at the moment is too high in my opinion to be justified in this job. This in turn leads to a shortage of used vehicles (particularly silver!) available.</p> <p>Many more charging point will be required too.</p> <p>Give it a few years and I think that like any new technology the prices will naturally come down as things progress and availability will be more widespread from more manufacturers.</p> <p>In conclusion I would think in another 4 or 5 years things will have progressed enough to implement this amendment.</p>		
10	20/08/2019	<p>I would like to object to the idea of not implementing the policy about requiring all taxis to be electric or hybrid. Air pollution is a major health issue and Cambridge would benefit hugely from this policy, particularly in the area around the station.</p>	20/08/2019	Acknowledgement e-mail sent
11	20/08/2019	<p>Dear Sirs,</p>	22/08/2019	Acknowledgement e-mail sent

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		<p>I wish to protest at the apparent change of policy away from making hybrid or electric vehicles compulsory for taxis from April next year. As a local resident, I am appalled at the air quality in Station Square, Great Northern Road and Tenison Road – on a still day (especially in winter) you can actually taste the particulates as the taxi drivers keep their engines running, both when stuck in a queue and when waiting for customers at the station. But this is all part, of course, of the ludicrously bad planning of the traffic flows in the whole area.</p> <p>I'm looking forward to seeing the new plans for using Station Road (wide, and with almost no residents) for taxis as well as buses, put into practice, and very necessary pedestrian crossings installed on Station Road and at the junction of Great Northern Road and Tension Road. I also hope that, with taxis no longer turning right, the ludicrous 'kink' in Tenison Road can be straightened out again.</p>		
12	21/08/2019	<p>Dear Sir /Madam</p> <p>I strongly believe the date of implementing zero and ultra-low emission vehicle date should be extended for another 4 to 5 years , not because the council policy is wrong but simply the car market at the moment is not allowing taxi drivers to buy proper size cars with battery lasting long enough per charge which is very important for taxi business and obviously is completely different for private cars.</p> <p>I took my personal interest to check how the technology is going to change in few years as I can see in next two years</p>	22/08/2019	Acknowledgement e-mail sent

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>the market will really start to pick up on electric and ultra-low emission cars.</p> <p>At the moment is only one car which could be suitable this is Kia e-Niro is doing comfortably 250 miles per charge but I was inform by the garage there is about one year waiting list for this car. New Nissan leaf model which is going to do similar mileage but is going to be on the market end of this year. Both of this cars won't be available on second hand market ,so for the private hire vehicle they are out of reach for the majority taxi drivers like me , I'm the taxi driver in Cambridge for the last 20 years.</p>		
13	21/08/2019	<p>I really think you need to stick to your current proposals.</p> <p>The telephone number is a good mechanism to deal with safeguarding.</p> <p>The 2 points on emissions as really important too. As you know from your research, we have some very highly polluted streets. In fact, to the point of breaking EU law. That shows just how significant the issue is. We have schools all around town where children are being exposed to toxins that will have an effect on their lifespans. And it's not just children, but that should be enough.</p> <p>We really don't have any choice over this, again, as your research will have informed you. We need to clean up our street-level emissions. Whilst we really need to sort out all transport, taxis do form a large part of the journeys taken by motor vehicle, and is something that is in your remit.</p>	22/08/2019	Acknowledgement e-mail sent

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

15	22/08/2019	<p>I have recently signed the following petition on behalf of my family (2 children).</p> <p><a href="https://democracy.cambridge.gov.uk/mgEPetitionDisplay.aspx?id=55">https://democracy.cambridge.gov.uk/mgEPetitionDisplay.aspx?id=55</a></p> <p>“We the undersigned residents of the South Petersfield wish to point out that our neighbourhood suffers some of the worst air pollution in Cambridge. We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and object to any change or delay to this policy.”</p> <p>Whilst I recognise that the annual averages of NO2 at Mill Road fell below the legal limit of 40 micro grams per cubic metre of air, I would like to assert that averages can be misleading since they measure the whole time frame including periods of low traffic at night. I would imagine that air pollution at peak times would be much higher than the legal limit of 40mg.</p> <p>Furthermore, I live on Guest Road which, due to the evening (post 5pm) and Sunday parking policy on the street, most nights we have taxis sitting idling outside our house between 7pm and midnight waiting for their next fare. As these taxis are idling, they are not only emit noise but also pump out exhaust emissions into the atmosphere. Calling for electric taxis (including uber) would eliminate this.</p> <p>Please do not delay the new regulations that all taxis and</p>	22/08/2019	Acknowledgement e-mail sent
----	------------	--	------------	-----------------------------

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		private hire vehicles should be electric from April 2020.		
15	22/08/2019	<p>Dear Cambridge City Council,</p> <p>My name is [REDACTED] a Cambridge resident, and I am writing to you as part of the consultation regarding the proposals for Cambridge taxis.</p> <p>On the whole, I agree with your proposals, particularly the first proposal. However, I do not agree with the second proposal, to extend the implementation date for all new licensed vehicles to be zero or ultra-low emissions vehicles beyond 1st April 2020.</p> <p>Back in February, Cambridge City Council declared a climate emergency, highlighting the very real danger that we are all in as a result of climate change. Recent events such as wildfires in the Arctic and the Amazon have only served to highlight how desperate the situation is.</p> <p>In the face of such destruction, altering the implementation of an ultra-low emission taxi service in Cambridge may seem slightly futile. However, to postpone the implementation would send a strong message out to the UK and to the world in general that Cambridge is only paying lip service to the climate emergency, and does not care about the threat we are all under if we do not rapidly change our economies and lifestyles. By postponing the implementation, Cambridge City Council will commit itself to an undisclosed period of increasing air pollution and contributing to the destruction of any world that we as a species can live on. By retaining the current implementation date, in spite of market challenges,</p>	22/08/2019	Acknowledgement e-mail sent

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		<p>you will show commitment to the declaration of a climate emergency, and send the message that you care more about the lives of your constituents than you do about capitalist market pressures.</p> <p>As such, I ask that you do not postpone the implementation, and instead stand with the many activists, academics, and Cambridge residents who are committed to doing every little thing they can to combat the oncoming climate disaster.</p>		
16	22/08/2019	<p>We are a family with 4 children who live in South Petersfield and am aware that our neighbourhood suffers some of the worst pollution in Cambridge.</p> <p>We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and we object to any change or delay in policy.</p>	23/08/2019	Acknowledgement e-mail sent
17	22/08/2019	<p>With regard to your proposals I have the following comments:</p> <p>I agree with the number of the taxi company being compulsory to the side of the taxi. I would ask, similar to CamCab, that a reference number is clearly displayed as opposed to needing to remember the whole licence plate number - which may be hard to read.</p> <p>I object to extending the implementation date of zero or low emission saloon vehicles and further object to this being limited to saloon taxi vehicles.</p>		Acknowledgement e-mail sent

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		<p>Removing the age limit for zero emissions vehicles I agree as sensible, but not for low or ultra low emissions unless a set number of licences for these vehicles are agreed upon. Many low emissions vehicles will still cumulatively produce high levels of emissions.</p> <p>Also, that private hire outside of Cambridge City are restricted from working in Cambridge and that private hire and Hackney taxis are required to prove at least 50 hours cycling experience in the Cambridge City area to small side roads and main roads including the ring road every 5 years. This could be by an app on a mobile phone for example. It is important that potential and continuing drivers of Hackney and private hire are regularly put in a position where they can directly empathise with an extremely popular mode of transport it seems to find itself in conflict with.</p>		
18	26/08/2019	<p>As a resident of South Petersfield, I wish to point out that this neighbourhood suffers some of the worst air pollution in Cambridge, mainly because it is close to the station where taxis drive in and out at a rate of many thousands a day. I therefore strongly support the policy which would require all NEW taxis and private hire vehicles to be either electric or plug-in hybrid from April 2020. There should be NO DELAY in implementing this policy.</p>	27/08/2019	Acknowledgement e-mail sent
19	27/08/2019	<p>I'm writing to let you know that I agree with the consultation. Thank you.</p>	27/08/2019	Acknowledgement e-mail sent
20	27/08/2019	<p>I'd like to add my support for all three options for</p>	27/08/2019	Acknowledgement e-mail sent

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		amendments to taxi licensing policy. They seem like a reasonable, useful, and common sense things to do at this point. I would, however, expect the Council to be open t further amendments in the future should any of the assumptions and circumstances change.		
21	27/08/2019	<p>Dear Team ,</p> <p>I am writing as a license holder with city council [REDACTED]</p> <p>With regard to the three points of the current consultation:</p> <ol style="list-style-type: none"> <li>1. Agree that all door signs should have contact number and that this number be manned full-time. This is simply an aid to safeguarding which is very important these days.</li> <li>2. Agree that council should revisit/revise implementation dates for ultra-low emission/electric vehicles as drivers need more time to reasonably reach these targets in the current market place, including the market place for vehicles themselves.</li> <li>3. Strongly in favour of removing the 4 year limit. This has always been an unsound policy for the environmental side of things and thought should also be given to upper age limits for such vehicles too.</li> </ol>	27/08/2019	Acknowledgement e-mail sent
22	27/08/2019	<p>Dear Licensing,</p> <p>(1) I agree with your proposal to include the operators telephone number on the door sign , as this makes it</p>	27/08/2019	Acknowledgement e-mail sent

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>much easier for a member of the general public to report a possible issue and/or a safeguarding problem with the operator immediately.</p> <p>(2) I think the council, s policy on EV and PHEV should be extended for a minimum of 12 months and I think 24 months would be better, as it appears to be a very slow process to get charging points up and running in Cambridge and the current vehicle technology(unless the driver spends a small fortune ) no quite good enough yet.</p> <p>(3) Whenever I have challenged the councils policy on the new vehicle age limit of years I always been told it is down to emission's, this of course has never really been the case as a very high mileage car 3 years and 11 months old is always going to produce more emission's than a low mileage car that is 5 years old , but in case of an EV or PHEV there are no emission's . I can see no reason why EV or PHEV should not be licensed at 10 years old as it still has a 5 year life with your current finishing date of 15 years and whilst currently it may not help drivers to afford these vehicles yet as they have not been available for that long but as time goes on it will certainly help.</p> <p>(4) If the council changes the new vehicle policy age and the introduction of EV and PHEV by 24 months, I think we could see a lot drivers changing to these vehicles of their own volition</p>		
--	--	--	--	--

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

23	27/08/2019	<p>Sir,</p> <p>With regard to the licensing policy for taxis:</p> <ol style="list-style-type: none"> <li>1. A telephone number on the side of vehicles would be good for the public as well as operators.</li> <li>2. <b>"Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</b></li> </ol> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research."</p> <p>This should be for all replacement vehicles, not just new vehicles to avoid replacements being hydrocarbon powered.</p> <ol style="list-style-type: none"> <li>3. I suggest consideration is given to increasing license fees on hydrocarbon fuel powered vehicles and lowered on electric vehicles.</li> <li>4. Will more charging points be installed?</li> </ol>	27/08/2019	Acknowledgement e-mail sent
24	27/08/2019	<p>Hi Cambridge City Council Taxi Policy Team, I am writing as a local resident in response to your</p>	28/08/2019	Acknowledgement e-mail sent

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		<p>consultation on taxi licensing.</p> <p>I have no strong views on the inclusion of the phone number on the taxi door.</p> <p>I strongly oppose any plans to delay the implementation for zero emission/very low emission vehicles. I understand there can be long waiting times for electric vehicles but it is very important for the wellbeing of city residents, and globally as part of the response to the climate emergency, that these measures are not delayed. I therefore would prefer the council to keep the implementation date as it is and instead look at ways to support the taxi industry to meet this deadline.</p> <p>I support the removal of the age limit on vehicles as this may help speed the roll out as second hand electric vehicles become available. Relatively short range cars such as first generation Nissan Leafs may be suitable for use as taxis and would have zero exhaust emissions.</p> <p>I hope this helps and you are able to take my response into consideration when deciding what to do.</p>		
25	28/08/2019	I strongly agree with the consultation on the taxi policy	29/08/2019	Acknowledgement e-mail sent
26	29/08/2019	<p>I would like to respond to consultation about taxi policy.</p> <p>nr 1 yes I think it's good idea to number for taxi company to be display on door of the car. ita easiest way customer can communicate with office.</p>	29/08/2019	Acknowledgement e-mail sent

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>Nr 2 April 2020 it's to early for electric vehicle at the current market they are very expensive to buy and the range of its battery it's very limited.not enough if you get jobs out of town.</p> <p>Nr3 I dont think you should change age limit.at the moment we got young cars fleet.keep it that way.</p>		
27	29/08/2019	<p>I have the following feedback to give on the proposed changes to taxi policy:</p> <p><b>1. Amend the policy to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles</b></p> <p><i>This seems completely sensible and a positive change.</i></p> <p><b>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</b></p> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research.</p> <p><i>Given the current context of us being in a climate change emergency, I think it is clearly wrong to extend the date of requiring taxis to be zero or ultra low emission by eight years. Considering the social and economic damage of air</i></p>	29/08/2019	Acknowledgement e-mail sent

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p><i>pollution to extend the date of this requirement seems at best foolish, and at worst criminal.</i></p> <p><b>3. To remove the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</b></p> <p>Currently the policy states that all new vehicles must be less than 4 years old to be licensed as a Cambridge City Council vehicle. The reason for this was to ensure that the newer vehicles are less polluting. However with the new Zero and Ultra Low Emission vehicle standards within the policy, this age limit would not be necessary.</p> <p><i>This seems completely sensible and a positive change. There is no environmental benefit to forcing vehicle owners to buy new vehicles if the emissions are zero or ultra low.</i></p>		
28	29/08/2019	<p>1- very good idea to have a phone number of the private hire company on aside of the car.</p> <p>2-It is too early to implement to have o emission cars or electric one.The technology is not there yet.they are expensive to buy.The boots are very small.They only do limited mileage and there are not enough charging points around.The implementation should be extended and be decided in few years time.</p> <p>3-The age limit should be no issue for the o emission cars as they don't pollute at all.</p>	30/08/2019	Acknowledgement e-mail sent
29	30/08/2019		30/08/2019	Acknowledgement e-mail sent

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>Hello,</p> <p>I agree with all proposals.</p> <p>Thanks</p>		
30	30/08/2019	<ol style="list-style-type: none"> <li>1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. <b><u>{ I AGREE }</u></b></li> <li>2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. <b><u>{ I DONT AGREE }</u></b></li> <li>3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old. <b><u>{ I AGREE }</u></b></li> </ol>	30/08/2019	Acknowledgement e-mail sent
31	30/08/2019	<p>To whom it may concern;</p> <p>I fully agree with all three proposals laid out and feel its the sensible way to move forward at the current time.</p>	02/09/2019	Acknowledgement e-mail sent
32	30/08/2019	<p>I agree with all the policy on taxi consultation.</p>	02/09/2019	Acknowledgement e-mail sent
33	30/08/2019	<p>Hi</p> <p>I think I'll changes proposed by you are good changes.</p>	02/09/2019	Acknowledgement e-mail sent

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		I support all three of them.		
34	30/08/2019	Hello  I wish to say I agree with all three proposals.	02/09/2019	Acknowledgement e-mail sent
35	30/08/2019	Hello,  I agree with all three proposals.	02/09/2019	Acknowledgement e-mail sent
36	30/08/2019	Dear Sir or Madam  I am writing to express my support for the amendments proposed to the taxi policy.	02/09/2019	Acknowledgement e-mail sent
37	30/08/2019	I agree with all three proposals.	02/09/2019	Acknowledgement e-mail sent
38	30/08/2019	Hello,  I agree with all three proposals.	02/09/2019	Acknowledgement e-mail sent

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		Thank you & regards.		
39	31/08/2019	Dear Sir or Madam  I agree with all of the set out proposals.	02/09/2019	Acknowledgement e-mail sent
40	31/08/2019	Dear Sirs  With reference to the following proposals, I agree with all three changes.  <ol style="list-style-type: none"> <li>1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs.</li> <li>2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020.</li> <li>3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</li> </ol>	02/09/2019	Acknowledgement e-mail sent
41	31/08/2019	Hello  I agree all three proposals	02/09/2019	Acknowledgement e-mail sent

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

42	31/08/2019	<p>Dear all,</p> <p>My response to the attached discussion is as below:</p> <p>I greatly support <b><u>all three proposed</u></b> moves to be made.</p> <p>I would like to make special mention to point number 2 to extend the implementation date of all new taxis to be zero or ultra emission <b><u>to as late as possible.</u></b></p> <p>I would propose this to be taken even as far as to 2028.</p> <p>Thank you for taking the time to collect this information.</p>	02/09/2019	Acknowledgement e-mail sent
43	31/08/2019	<ol style="list-style-type: none"> <li>1. <b>Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs.</b></li> <li>2. <b>Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020.</b></li> <li>3. <b>The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</b></li> </ol>	02/09/2019	Acknowledgement e-mail sent

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

4. **CDA Response to 1** : We don't see any need for the door sign and the company number on the door sign or the car as its private hire cars customer knows exactly who they booking with. Members of public can use car reg and call the council and raise their concern to the taxi licensing authorities. And if the customer who privately booked already knows the company number and how to approach the company .

**CDA Response 2 :**

The current policy states 1st April 2020 but we think it should be 2030 as the electric cars are so expensive and their no guarantee for earning money as the trade is slow and the greed of the big companies bringing more drivers means less work for old drivers

**CDA Response 3:**

Zero or Ultra-Low Emissions cars are very expensive and putting age limit on their use on taxi is absurd .  
Zero or Ultra-Low Emissions car should be kept plated as long it passes its MOT And COC .

<https://www.cambridge.gov.uk/consultations/hackney-carriage-and-private-hire-licensing-policy>

APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

44	31/08/2019	<p>Dear Taxi team, Please find our concerns from CAMBRIDGE TAXI DRIVER ASSOCIATION.</p> <ol style="list-style-type: none"> <li>1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs.</li> <li>2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020.</li> <li>3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</li> </ol> <p>CDA Response to 1: We don't see any need for the door sign and the company number on the door sign or the car as its private hire cars customer knows exactly who they booking with. Members of public can use car reg and call the council or operators by and raise their concern to the taxi licensing authorities. And if the customer who privately booked already knows the company number and how to approach the company .</p> <p>CDA Response 2 : The current policy states 1st April 2020 but we think it should be 2030 as the electric cars are so expensive and their no guarantee for earning money as the trade is slow and so much competitor &amp; more drivers means less work for all drivers.</p> <p>CDA Response 3: Zero or Ultra-Low Emissions cars are very expensive and putting age limit on their use on taxi is absurd . Zero or Ultra-Low Emissions car should be kept plated as long it passes its</p>	02/09/2019	Acknowledgement e-mail sent
----	------------	--	------------	-----------------------------

**APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY**

		MOT And COC .		
--	--	---------------	--	--