

Appendix A

Schedule of Comments from informal consultation with taxi and private hire trade October 2022

1	<p>I agree with the euro 6 and above criteria for cabs, most of us are always thinking 2 or 3 years forward.</p> <p>EV's as I mentioned before are not ready for Stroud, by the time enough chargers are put in place the price of electric will prob cost more than diesel.</p> <p>Hydrogen cars will be the future.</p> <p>The price if a new car battery will be more than cars worth, in excess of £17000 for a Tesla battery, and taxis will replace their batteries more frequently than the general public.</p>
2	<p>I do agree with what is proposed and think this is the way forward, we all know costs are the problem with keeping up with getting new or newer vehicles, but long term will benefit the industry together with for required vehicles the use of CCTV equipment.</p>
3	<p>As the draft stands it doesn't encourage new drivers and as there is definitely a shortage of drivers it will only get worse. I am in Dursley and get numerous calls for a taxi for local Stroud jobs in the evening because they can't get a local taxi. The government mot sets the target for carbon emissions and any vehicle passing should be eligible as a taxi so long as the condition is ok. Does carbon neutral include all forms of public transport? Will there be a large supply of charging points on the rank to cover evs? You will slowly lose half your drivers just because of the cost and with Uber running and drivers doing it for fuel money it will become a lottery. In this uncertain times I think it will be a bad decision to bring in changes that will impact on the cost of running a taxi and with more people not going out it is to big a risk for new drivers to apply as a taxi driver and they will go to Uber. I have had numerous complaints from people wanting a late night taxi in Stroud because more of the new car drivers won't come out because they don't want people in their cars possibly making a mess.</p>
4	<p>Having read the proposals, I have no objection to any of them, it seems fairer than the current system with luxury vehicles being age exempt as these have bigger engines and cause more pollution. The only comment I will make is that I can't see why wheelchair accessible vehicles should not be included. We have enough old buses around Stroud pumping out black smoke. How can it be right for any vehicle licenced by SDC not to be required to be at least euro 6 if they want to be a green council?</p>
5	<p>Yes we support the age of the vehicle motion, however what we would like to see is some more support from the council in terms of the following due to the increased cost in taxis and fuel.</p> <ol style="list-style-type: none">1. Investment in infrastructure outside stroud into smaller towns on the outskirts with provisions made for new taxi ranks in places like Dursley and Berkeley. This is help generate work.

	<ol style="list-style-type: none"> 2. More awareness at local transport hubs like Cam and Dursley train station with investments in boards with taxi numbers. 3. Investment and development in technology for an app booking system for taxis for the local area. 4. More regular reviews of tariff, not once a year this should be once a quarter to make sure that new cost of fuel is reflected in the cost of fares. 5. Annual taxi meetings at the council so views and concerns can be raised. <p>I just think this will ultimately mean higher costs for taxi drivers and the council need to invest and increase focus on areas outside stroud to help taxi drivers generate a stable income.</p>
6	<p>The problem with the above suggestions are that you are creating loopholes that will be too easy to exploit.</p> <p>If I were to follow these proposed guidelines as a way into the trade, I would simply buy a WAV for £1000.00.</p> <p>The same is true when you look at EV/ULEV options, £2000.00 gives you a choice of vehicles on Autotrader.</p> <p>By insisting on all vehicles to be under 5 years old on first licensing will eliminate these loopholes. Creating a level playing field for all operators will improve standards of both vehicles & their emissions.</p> <p>Policy review in 2027/2028 will hopefully see an increased pool of vehicles to choose from as manufacturers increase their range of compliant vehicles.</p> <p>The problem with setting such low standards is that you may see a race to the bottom as opposed to striving towards a gold standard.</p> <p>It would be a backward step to follow Tewkesbury's Taxi policy where "road legal" seems to be the only criteria & not whether the vehicle is fit for purpose. Take a trip around the schools that require WAVs & you will see the poor standard of vehicles that have been given licences to operate. This has resulted in good operators being forced to leave the "home to school transport" market due to the disparity in running costs.</p> <p>The way to encourage WAV ownership will be through offering incentives to operators. Ireland has recently been giving grants of up to 7,500.00 Euros for the purchase towards new vehicles. It's time we encouraged the same for Stroud District as we run a vital service for the many residents that are unable to use public transport.</p> <p>We should be aiming for a higher standard in all vehicles licenced by Stroud. This will benefit both operators & passengers in the long term. Simply ticking the box of EV/ULEV or WAV will be to the detriment of all.</p>