

Hi Oliver

After much consideration I am going to go with the flow.

I have read all the proposals and agree with a lot especially driver training for new drivers. If it keeps the drivers that don't know what there doing is fine by me we need a better professional service that at the moment we are lacking..but this does need to be on both sides as there is a lot of wrong going on in the trade as i have spoken to you about in the past and still going on..

With no inforcement which we pay for.

The main thing I am worried about is the considerable in crease in costs to the trade that are already stretched to the limit.

As for younger cars and lower emissions this cost is enormous to the trade which I think will result in a massive shutdown of company's and produce a trade of more one man bands that will lead to a worse service in the area.

We will all need to increase are prices to pay for this colossal amount of extra cost to the trade which most will find very difficult.

A lot of things that work in city's do not very often work in rural areas. We don't have the foot call of city's neither the business services, pubs, Clubs, restaurants, industry, hospital's, hotel's, to find the Extra work.

Of a ever increasing ageing population of Uttlesford.

RESPONSE:

Thank you for your response to the consultation. Your recognition of the need to improve standards and support for the proposed training, particularly for people entering the trade, is appreciated.

As you are aware only part of the enforcement costs for the regime is recoverable through fees and the rest must come from other sources. The size of the licensed vehicle fleet and its geographic location causes its own particular issues. At this time enforcement often has to be reactive rather than proactive which is something the authority will seek to redress in the future.

Following discussions with stake holders amendments to the draft Vehicle policy have been made. These include the removal of the proposed age criteria and a change to the suggested implementation date to allow the trade more time to consider the available options. It is hoped that these steps will mitigate some of the concerns around the impact of the policy whilst still achieving its aims. The vast majority of the UDC licensed vehicles are already Euro 5 or above so will meet the new criteria when they come into effect in 2021. The delay in implementation will allow those individuals and companies whose vehicles will not meet this standard two years to prepare for the change. Many of these older vehicles are specially adapted to carry passengers with special needs so it is likely that licences would be granted outside of the emissions policy to allow these specially adapted vehicles to continue working as long as they meet all other criteria.

Please be assured that the particular circumstances within the District have been taken into consideration when the proposals were drafted.