

Some Hackneys I have had the misfortune to ride in, around wirral lately appear to be falling apart they certainly need there suspension seeing to. The phrase 'bone shaker' comes to mind quite often. And I certainly do not feel safe and secure in them.

Some of the hackney carriages on wirral roads are positively antiques and are not providing a good customer experience.

The age of cab would not bother me as a regular taxi user as long as it gets me home I'm happy

As long as its roadworthy and gets me home I'm happy

any for replacement 10 years for new buisness

Any vehicle that meets the passing standards should be allowed to be licenced. Hackney carriage vehicles are purpose built and have a life expectancy of well over one million miles. Bringing in an age limit upon replacement will NOT increase standards as it has to pass the same test. Newer is not better ask any TX11 or TX1111 owner.

is older than the previous vehicle on a vehicle licence. This would enable a driver who has their vehicle written off in an accident or stolen and not recovered to purchase another cab without any undue financial hardship when the pay out is insufficient to replace the vehicle like for like. Insurers never pay the true value, to an owed, of any vehicle.

As long as a vehicle is able to past the MOI and compliance tests it should be licenced. This should be the case for both existing and replacement vehicles. An older vehicle that has been well looked after could be in better condition than a newer one

As long as it passes all the relevant tests.

As long as it passes MOT

As long as its in good condition i dont see a problem

as long as its safe and roadworthy and in good condition it shouldnt be a problem

as long as the vehicle complies with MOT and town hall standards

As long as the vehicle passes the criteria set out in the bylaws then there shouldn't be any problems with the age of the vehicle. The cost of a new replacement vehicle is on the rise all the time and getting out of reach of all drivers with running costs at an all time high.

I think it is all down to the condition of the vehicle .

I think there could be instances where a driver can no longer afford to run a newer model and would like to change his/her vehicle to a lower cost older vehicle. The current policy does not enable a driver to do this. This could mean the driver being forced to run a high cost vehicle and struggle to meet payments and provide a stable income for their family. In effect if the trade becomes quieter the driver could be forced into poverty.

If a licence is able to be transferred to an older vehicle what is to stop owners from obtaining their first licence on a 3 years old vehicle then transferring it to a cheaper older vehicle? Whilst I don't agree that the age of a vehicle actually guarantees any more safety than an older vehicle the overall experience of being transported in an older more rickety but safe vehicle cannot be pleasant

if replacing an accident damaged hackney any age ( because of the price difference in a hackney to a private hire car ) to get a new business hackney up to 10 years old

In the current economic climate who could afford to buy a new cab. As long as it passes the MOT test and is in good condition, why force someone to change their vehicle. If an age limit was to come in, I fear I would be forced off the road unable to afford to purchase a new cab. Even if I could afford to buy a new cab I would then change my working hours and stop working nights. Who wants to have house bricks and stones thrown at a nice shiny new cab? The only way I could buy a new vehicle would be if the council were to maybe offer me an interest free loan of £34,000 over a 20 year period

interior inspection for passenger comfort should be considered

most hackneys are coach built so no restrictions should be applied.

provided the vehicle passes the VOSA test then it is deemed roadworthy, with possibly 6 monthly tests after a replacement any age new business up to 10 years old Hackneys are so much more expensive compared to a

normal car there are no private hire cars out there that cost £30,000 a up to 3 year old Hackney costs £25,000-£30,000 how can you expect a hackney driver to afford a new 1, when a private hire driver can pay from £2,000 for a car under 6 years old seems very 1 sided to me

'permanent' replacements and not temporary replacements such as when the vehicle subject to the existing licence is out of action. To permit a vehicle of any age to be licensed as a replacement vehicle could result in operators seeking a licence with a 'young' vehicle and then replacing the service with a vehicle of poorer quality. If older replacement vehicles were to be accepted, there needs to be suitable checks made before the replacement vehicle is put into operation to ensure that it is fit for purpose, and be subject to 6-monthly checks if older than 6 years (like PVHs).

THE HACKNEY TRADE IN WIRRAL IS HARD ENOUGH TRYING TO EARN A LIVING IN THE PRESENT ECONOMIC CLIMATE. THE RULES SHOULD BE LEFT AS THEY ARE AS IT SEEMS WBC IS TRYING TO MAKE THINGS MORE DIFFICULT FOR HACKNEY DRIVERS.

There is no reason for altering the present regulations, providing the vehicle is capable of passing the required test. It is impossible to finance newer cabs on such meagre earnings.

they are a working vehicle used 365 days a year, even looking after the vehicle with regular servicing and maintenance after 5 years you should be looking to replace your vehicle, if finances allow.

With hackney carriage taxis being road tested twice a year when they are over 10 years old they are generally in very good condition, and as long as the owner looks after his/her vehicle (a requirement by law anyway) you can well find an older taxi in better condition than say a 7 to 10 year old vehicle.

I say if its in good condition and passes everything then it should be alright

If condition of vehicle is better and cleaner it would be fairer

As long as the vehicle meets the council's compliance examination, the age of the hackney carriage should not enter the equation

As long as the vehicle is a fit and proper condition to comply with the law. Age doesn't come into it.

So long as it has full MOT and is clean and tidy

The trade does not warrant new vehicles due to lack of work to support the up keep

And this would be if cab passes all tests and is fully road worth why not. As all other cars vans lorries buses that are on the road only have to do this

If your vehicle has a valid MOT it should be valid for 12 months regardless of age

The job doesn't warrant a 3 year or less vehicle as there isn't much money about

If the vehicle has a 12 month VOSA certificate. Then that should be enough

If it is road worthy

As long as vehicle in good condition and maintained age should not matter

Its not the plate that dose the work. It is the vehicle. If it passes its test you should be able to work it at any age

If the cab passed test wots the problem

If the cab one is in a good condition why not

If its roadworthy and MOTable you should be allowed to operate he vehicle

As long as the vehicle meets the required standards then there is no issue

If road worthy why not license

Got 2 b road worthy

Keep people working

If passes MOT what's wrong with it, a MOT says it's road worthy

As long as the cab passes test, any age

Should not be forced to re finance or into further debt

If the cab fits the criteria then it should be passed for the purpose, no matter what age

If the cab passes MOT its fit to be on the road

If its road legal and passes all relevant test why should its age be a factor

a cab passes council requirements for MOT and compliance then I feel it is for public service at any age

The age of the vehicle has no connection with a hackney carriage fitness test, I speak from experience having previously owned a cab for thirty years

If it is fit and roadworthy

as long as it passes its MOT and its safe on road its safe for customers

As long as pass the MOT and body job OK

If its fit for purpose

If the cab is fit for the road and passes its test it should be allowed to be licensed as these cab are purpose built

If it passed the test why should it have to be 3 years on

As long as its fit for use

If the vehicle passes the stringent MOT test then there should no problem

As long as the cab passes an MOT it shouldn't matter what age it is

If I buy a cab which passes the compliance test, the age shouldn't matter

If it passes compliance test it should be licenced

A vehicle of any age should be OK if it has past the test