

SPSV Regulations Consultation Response Paper

1. Rural Transport: Local Area Hackney Licensing
2. Compliance: Form of Fixed Payment Notice



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1 Introduction to the Consultation Response Paper

The National Transport Authority (NTA) is a statutory non-commercial body, which operates under the aegis of the Department of Transport. It was established by the Minister for Transport on 1 December 2009.

The NTA has a wide public transport investment, planning and implementation remit, including a statutory function to develop and maintain a regulatory framework for the control and operation of small public service vehicles (SPSV). Small public service vehicles are taxis, hackneys and limousines. The NTA regulate the sector under the Taxi Regulation Acts 2013 as amended¹ (the Act) and the Taxi Regulation (Small Public Service Vehicle) Regulations 2015² (the 2015 Regulations).

Two licences are required to operate an SPSV in Ireland: an SPSV (vehicle) licence issued by the NTA and an SPSV driver licence issued by An Garda Síochána. Both licence types are open for application and there are no limits on the numbers permitted in Ireland. A special, limited licence type, the local area hackney licence, is also available to support rural transport provision.

The NTA also has compliance and enforcement functions with respect to SPSV services, which includes the issuance of Fixed Payment Notices by authorised officers.

In October 2025, the NTA commenced a public consultation on proposed amendments to two elements of the SPSV Regulations:

1. SPSV Licensing: Local Area Hackney Consultation
2. SPSV Compliance: Fixed Payment Notice Consultation

The Consultation opened from 17th October to 28th November 2025. This paper sets out the responses received and the next steps.

¹ Act No. 37 of 2013

² S.I. No. 33 of 2015

2 Consultation Overview

On 17th October 2025, the NTA published the following documents on the NTA website for public consultation:

SPSV Licensing: Local Area Hackney Consultation

1. SPSV Regulations Consultation Paper
2. Proposed Regulations

SPSV Compliance: Fixed Payment Notice Consultation

1. SPSV Regulations Consultation Paper
2. Proposed Regulations

The same day, an email issued to 28,026 accounts (including SPSV licence holders and relevant stakeholders) notifying them of the public consultation.³ A 'Latest News' item on the consultation opening was also posted on both NTA and NTA Taxi websites on 17th October 2025. Reminder posts were provided across NTA and TFI websites on 14th November 2025.

The NTA consulted directly with the Advisory Committee on SPSV and An Garda Síochána. The NTA also shared the consultation details with the NTA Transport User Advisory Group and invited them to make submissions.

Representations on the proposals were invited from any interested parties via online form. The period of the consultation was 17th October 2025 to 28th November 2025 inclusive.

3 Consultation Results – SPSV Licensing: Local Area Hackney Consultation

237 submissions on the SPSV Licensing: Local Area Hackney Consultation were received. All submissions received have been referenced in this report. 235 submissions were received via the NTA online survey on the NTA website. 2 submissions were received by email.

³ Numbers equate to those who have provided the relevant contact details to NTA

The consultation asked respondents to answer 7 questions on the consultation, in the form of a 'Do you agree with ...' approach. Where a respondent disagreed with the approach, they were given the opportunity to provide a reason. Providing a reason was optional. The questions were:

1. Do you agree that local communities should have a greater say on whether a local area hackney is required for their area?
2. Do you agree that more than one driver should be allowed to operate the local area hackney in the community?
3. Do you agree that the duration of a licence should be increased from 3 years to 5 years?
4. Do you agree that the local community should have a say in whether the local area hackney licence gets renewed annually?
5. Do you agree that the time a person can keep a local area hackney licence without using it should be shortened?
6. Do you agree that local area hackney bookings should also be carried out locally?
7. Do you agree that a new Fixed Payment Offence should be introduced to maintain compliance and protect full SPSV licence holders?

A copy of the online form is provided in **Appendix A**

3.1 Consultation Reporting – SPSV Licensing: Local Area Hackney Consultation

The NTA online submission platform was utilised by most of the respondents. The following actions were completed following the closure of the consultation:

Data cleansing

One submission per email address was permitted. Where duplicate responses were received, these were not included in the analysis.

NTA analysis noted that some designations (SPSV licence holder, Member of the Public/a Member of a Public Representative Group, SPSV Industry Representative Body) were potentially inaccurate. The designations remain as selected by the respondents.

Data coding

All online responses are provided in the Appendices to this report. An analysis of all comments received was undertaken and the top themes identified. NTA responses to those themes are set out in this report. It is noted that respondents' views varied widely, and in some cases were not clear.

3.2 Consultation Response Analysis

A total of 237 responses to the public consultation on the SPSV Licensing: Local Area Hackney Consultation were received, with 235 submissions received via the NTA survey platform. Respondents to the platform choose their own designation (SPSV licence holder, Member of the Public/a Member of a Public Representative Group, SPSV Industry Representative Body).

The format and content of the 2 submissions received outside of the online consultation platform did not fully align with the online platform. These submissions can be accessed in [full here](#). To avoid a potential misinterpretation of their submissions, their responses are not included in the numerical analysis below. Their responses are fully considered in the general discussion on themes later in this paper.

Below is the stated interest of the respondents to the online platform, as indicated in their submission.

Interest	Number of Submissions	% of Total Submissions
SPSV licence holder	153	65%
Member of the Public/a Member of a Public Representative Group	79	34%
SPSV Industry Representative Body	3	1%
Total	235	100%

The responses per question are set out below.

	Question	Number of Respondents	% Agree	% Disagree
1	Do you agree that local communities should have a greater say on whether a local area hackney is required for their area?	234	76%	24%
2	Do you agree that more than one driver should be allowed to operate the local area hackney in the community?	234	73%	27%
3	Do you agree that the duration of a licence should be increased from 3 years to 5 years?	235	75%	25%

4	Do you agree that the local community should have a say in whether the local area hackney licence gets renewed annually?	235	67%	33%
5	Do you agree that the time a person can keep a local area hackney licence without using it should be shortened?	234	77%	23%
6	Do you agree that local area hackney bookings should also be carried out locally?	230	82%	18%
7	Do you agree that a new Fixed Payment Offence should be introduced to maintain compliance and protect full SPSV licence holders?	232	86%	14%
	Total	1,634	77%	23%

Combined results (all 7 questions)	Number of Respondents	% Agree	% Disagree
	1,634	77%	23%

The vast majority of submissions came from the following categories of respondents:

- SPSV licence holder
- Member of the Public/a Member of a Public Representative Group

SPSV licence holder	Number of Responses	% of Respondents
Agree	750	71%
Disagree	312	29%
Total	1,062	100%

Member of the Public/a Member of a Public Representative Group	Number of Responses	% of Respondents
Agree	485	88%
Disagree	66	12%
Total	551	100%

Additional breakdowns of the responses can be found in **Appendix B**.

Where respondents disagreed with a proposal, they had the option to input the reason for disagreeing. **Appendix C** sets out all responses received that included additional commentary. Not all respondents provided comment. An analysis of the comments provided was undertaken.

3.3 Themes in additional commentary – SPSV Licensing: Local Area Hackney Consultation

While respondents’ views varied, responses disagreeing with the proposal broadly fell under the following headings:

1. Proposal to allow multiple drivers to operate the LAH vehicle
2. Community inputs
3. Licence renewal periods
4. Illegal operations

Before discussing the key themes further, the additional commentary received indicates that many respondents were unclear about some existing features of Local Area Hackney (LAH) licences. It is therefore worth restating a number of important points from the Consultation Paper before responding further.

3.3.1.1 Background

The below tables set out the key differences between the current Local Area Hackney licences and the standard SPSV licences.

	LAH (Vehicle) Licence	SPSV (Vehicle) Licence
Licence fee	€50 for a local area hackney licence	€125 for a wheelchair accessible taxi or wheelchair accessible hackney. €1,000 for a limousine licence
Licence duration³	3 years Annual renewal requirement	No limit Annual renewal requirement
Vehicle standard	Vehicle is not required to be wheelchair accessible	Vehicle must be wheelchair accessible for taxis and hackneys
Licence Area	Limited to a defined, rural area	Can operate anywhere, nationwide

	LAH Driver Licence	SPSV Driver Licence
Licence fee	€20	€250
Licence duration	3 years No option to renew	No limit Renewal requirement every 5 years
Application prerequisite	n/a	Applicant must pass the NTA SPSV Driver Entry Test ⁴
Licence options	Single licence holder limited to operating the associated LAH vehicle	Single licence holder permitted to operate any taxi, hackney or limousine
Licence Area	Limited to a defined, rural area	SPSV Driver can operate as a taxi in as many counties as they complete the SPSV Driver Entry Test for. SPSV drivers can operate a hackney or limousine or a taxi on a prebooked basis in any county nationwide

- I. All taxi and hackney operators are self-employed and decide on their own hours and locations of business. The NTA does not have a role in dictating the operational times or areas of self-employed, private transport operators.
- II. The NTA is the regulator and licensing authority for taxi and hackney licence applicants. By law, there are requirements that all applicants must meet before being approved for their licence to service the public. These requirements seek to ensure safe and quality services will be provided to passengers by these private operators.
- III. Taxi and hackney licences that do not have additional limitations for use are available for application nationwide. The current special, low-cost LAH licence provides an opportunity for applicants to avail of a limited licence, focused on providing transport to their local community only. Should prospective applicants wish to operate outside of their local area, they should apply for a full SPSV licence.
- IV. LAH operators may be required in a community where a fully licenced SPSV driver in that county chooses not to service that community due to its low demand for transport services.
- V. LAH operators can commence journeys in their specified area/local community. The destination of those journeys is not restricted and is not required to be within their licenced area.

- VI. In general, LAH journeys outside of a licenced area will be to more populated urban centres where services are located. To protect the businesses of fully licenced SPSV operators in those urban centres, LAH licence holders are not permitted to commence a journey outside of their licenced area i.e. to pick up another journey in that urban area where they have just concluded a journey. An uninterrupted return journey for the same passenger is permitted.

3.3.1.2 KEY THEMES

1. Proposal to allow multiple drivers to operate the LAH vehicle

Respondents commented that LAH operators – vehicle and driver licence holders - are not licenced operators (See response to Theme 4 also). Such responses were provided in response to the question on whether multiple LAH drivers should be permitted.

Further clarity on the potential of multiple LAH drivers is deemed useful to set out here. Two licences are required to operate a Local Area Hackney – the SPSV (vehicle) licence and the SPSV driver licence. Under the proposals, the primary applicant is the vehicle licence applicant, who must also be a driver licence applicant. In the proposals, this applicant⁴ can facilitate additional drivers applying to operate their LAH. The decision to add more drivers is up to the original LAH licence holder: they can choose to have additional drivers operate their vehicle or they can choose to operate it alone. This applicant is responsible for ensuring the vehicle licence is maintained and active, so that they and the additional driver licence holders can ‘link’ to it for operations. ‘Link’ in this sense is an industry term that means the driver has notified the NTA that they are operating the vehicle. The public can then see this driver information via the Transport for Ireland “Driver Check” app.

Respondents noted the implications for insurance costs associated with the proposal for multiple drivers.

The NTA recognises that the cost of insurance can be high for first time SPSV operators such as LAH applicants, and that the allowance of multiple drivers may increase insurance costs on the overall operation of the vehicle. It should be noted that the increased costs should be proportionate to the increased number of drivers and as such would not be expected to

⁴ Additional drivers can be added at application stage or later after the initial applicant has been successful and has been granted both LAH licences

increase individual driver costs. The NTA will continue to engage with the insurance sector on these matters and expects that the insurance sector will seek to play its part supporting local transport in Ireland.

Respondents queried if multiple vehicles were permitted to operate in a local area. Where such demand for SPSV services exists, the standard NTA taxi or hackney application process is appropriate and available.

2. Community inputs

Respondents stated that the requirement for community support at application and renewal could lead to issues where interpersonal issues exist. Respondents stated that the NTA should make the final decision on the licence issuance, as they maintain the NTA holds the relevant data.

Under the existing regulations, the Local Authority is required to provide evidence of the need for an LAH, alongside a requirement for evidence of confirmation of the need from a local business or charity. In an effort to reduce the regulatory burden and in recognition that the local community has the best information about their transport needs, the new proposals require community support only.

The NTA does not have access to data on SPSV operations, i.e. where a taxi or hackney, local or standard, is operating and when. Under the existing approach, the NTA relies on the data it holds on the number of SPSV (vehicle) and SPSV driver licence holders living in an area when determining whether to issue an LAH for that area or not. Feedback on this approach has been broadly negative, with applicants and Local Authorities noting that SPSV licence holders may live in an area, but operate in a very different area, most notably the nearest urban area where there is better potential for business. In response to this feedback, the NTA is updating its approach to rely on the community opinion about where the rural area needs an LAH operator. Similarly, the community will also have the best information regarding who will best serve their community.

To support applicants and local communities, following the undertaking of a national level transport needs assessment, the NTA will make clear which local areas are open for LAH

application. At a high level, this will include rural areas and exclude urban areas, as defined by population densities. More details will be provided on the NTA website shortly.

3. Licence renewal periods

Some respondents were unclear on aspects of the licencing requirements of LAH licence holders. To clarify:

- Under the proposals, an LAH vehicle licence would last 5 years. After this time, the applicant would have to reapply in full for the special licence type.
- An LAH vehicle licence must be *renewed* every year. This renewal includes a vehicle inspection check, similar to that undertaken by all SPSV licence holders. Failure to renew a licence will result in it becoming 'inactive', which means it cannot be operated by a driver.
- As the LAH licences are provided to applicants that seek to provide SPSV services in a local community where other SPSV operators choose not to serve, the proposals include a new requirement that the community confirms the licence holder is providing the service originally envisaged, in support of the community. If the licence holder is not providing the service and the community does not provide the required support, the LAH (vehicle) licence will not be renewed.
- Under the existing rules, an inactive LAH licence could be tied to a local community in the NTA systems for 2 years, hindering that local community from applying for an alternative LAH. The proposals reduce that time to 3 months, so that a new LAH can apply and commence operations to better support the community.
- Under the proposals, an LAH driver licence lasts up to 5 years. There is no requirement for an annual renewal. Where the LAH vehicle licence goes inactive or fully expires (the three-month inactive period ends), the LAH driver licences automatically become inactive also.

Some respondents noted that LAH operators should be allowed not to service their community for extended periods of time without impacting their licence validity.

The NTA is of the view that this is contrary to the purpose of an LAH licence and that it is in the best interests of the community that its LAH operator(s) service the community. The NTA notes that under its proposals, where one LAH driver is unavailable for a period, the other drivers can continue to operate and service the area. As above, the LAH vehicle licence must

be maintained at all periods though the licenced period, and applicants and the community should take careful consideration of this before applying.

4. Illegal operations

Some respondents referred to LAH operators as unlicensed.

LAH operators are fully licenced by the NTA (vehicle) and An Garda Siochana (driver) and are subject to all relevant SPSV regulations and associated requirements.

Relatedly, some respondents were unclear about the proposal for introducing a new Fixed Payment Offence related to non-compliant LAH operations (operations outside of the LAH licenced area).

To ensure a safe and fair SPSV sector, all licence holders including LAH operators are subject to the requirements of the law. This includes being subject to existing SPSV Fixed Payment Offences. Local Area Hackney operators are not currently exempt from complying with such laws and the new proposal simply seeks to strengthen the existing approach.

4 Consultation Results – SPSV Compliance: Fixed Payment Notice Consultation

48 submissions were received during the consultation process. All submissions received have been referenced in this report. All 48 submissions were received via the NTA online survey platform on the NTA website.

The consultation asked respondents to answer 1 question on the consultation, in the form of a ‘Do you agree with ...’ approach. Where a respondent disagreed with the approach, they were given the opportunity to provide a reason. Providing a reason was optional. The question was:

1. Do you agree with the proposed amendments?

A copy of the online form is provided in **Appendix D**

4.1 Consultation Reporting – SPSV Compliance: Fixed Payment Notice Consultation

The NTA online submission platform was utilised by all the respondents to submit their responses.

The following actions were completed following the closure of the consultation:

Data cleansing

One submission per email address was provided. Where duplicate responses were received, these were not included in the analysis.

Given that the consultation question required a binary (yes/no) response and that all submissions were received via the online consultation portal, no data cleaning or further statistical analysis was required.

Data coding

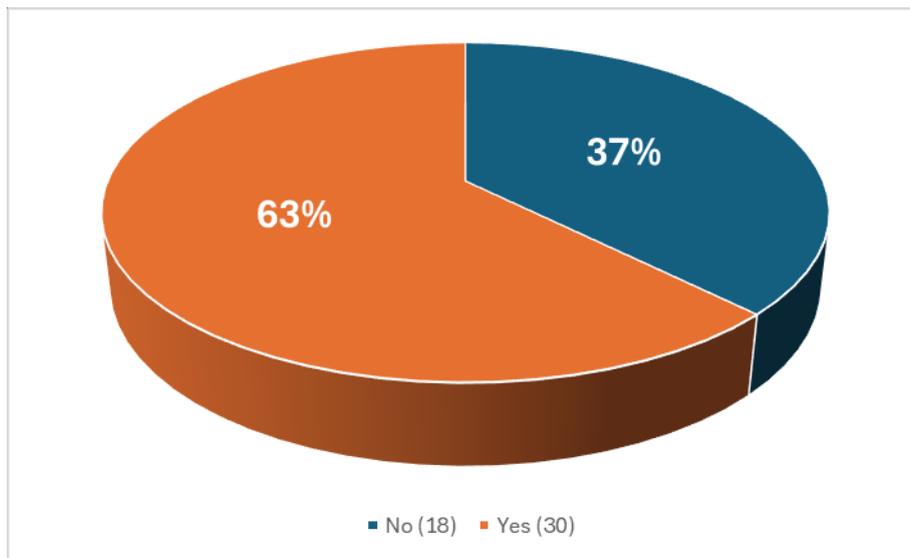
All online responses are provided in the Appendices to this report.

4.2 Consultation Response Analysis – SPSV Compliance: Fixed Payment Notice Consultation

A total of 48 responses to the public consultation on the SPSV Compliance: Fixed Payment Notice Consultation were received, with all submissions received via the NTA survey platform.

The responses per question are set out below.

1. Do you agree with the proposed amendments?



4.3 Themes in additional commentary – SPSV Compliance: Fixed Payment Notice Consultation

Having regard to both the number and variability of submissions received, the NTA did not identify any discernible or prevailing themes.

5 Decision and Next Steps

5.1 SPSV Licensing: Local Area Hackney Consultation

The proposals set out in the Local Area Hackney Consultation Paper have been approved by the NTA Board. Updated Regulations in line with the draft Regulations published alongside the Consultation Paper will be in place from 01 April 2026 and applications for Local Area Hackney licences can be submitted from this date.

A new NTA local area hackney application website will be launched on 01 April 2026. To support applicants, the NTA will publish guidance on how to apply via the website in March 2026. Updates on the application website and the related guidance will be published on the NTA SPSV Latest News for Operators page and interested parties are encouraged to check here regularly for updates in the coming weeks.

5.2 SPSV Compliance: Fixed Payment Notice Consultation

The proposals set out in the Fixed Payment Consultation Paper have been approved by the NTA Board. Updated Regulations in line with the draft Regulations published alongside the Consultation Paper will be in place from 01 April 2026. This will facilitate digitalisation of enforcement processes, including compatibility with electronic formats and delivery.

Appendix A: Online Consultation form – SPSV Licensing: Local Area Hackney

1 Start 2 Questionnaire 3 Details 4 Complete

 All fields marked by symbol "*" are required and must be completed.

Please select from the below: *

- Select -

- Select - ✓

I am an SPSV licence holder

I am a member of the public or a member of a public representative group (not an SPSV industry member)

I am an SPSV industry representative body

Do you agree that local communities should have a greater say on whether a local area hackney is required for their area?

- Yes
 No

If no, would you like to add a comment?

Do you agree that more than one driver should be allowed to operate the local area hackney in the community?

- Yes
 No

If no, would you like to add a comment?

Do you agree that the duration of a licence should be increased from 3 years to 5 years?

- Yes
 No

If no, would you like to add a comment?

Do you agree that the local community should have a say in whether the local area hackney licence gets renewed annually?

- Yes
 No

If no, would you like to add a comment?

Do you agree that the time a person can keep a local area hackney licence without using it should be shortened?

- Yes
 No

If no, would you like to add a comment?

Do you agree that local area hackney bookings should also be carried out locally?

- Yes
- No

If no, would you like to add a comment?

Do you agree that a new Fixed Payment Offence should be introduced to maintain compliance and protect full SPSV licence holders?

- Yes
- No

If no, would you like to add a comment?

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 All fields marked by symbol "*" are required and must be completed.

Please enter your name below *

Please enter your email. *

[< PREVIOUS PAGE](#)

[✓ SUBMIT](#)

Appendix B: Additional Analysis of responses – SPSV Licensing: Local Area Hackney Consultation

Online responses by question – real number results

Do you agree that local communities should have a greater say on whether a local area hackney is required for their area?	No	Yes	Total
Member of the Public/a Member of a Public Representative Group	5	73	78
SPSV Industry Representative Body	1	2	3
SPSV licence holder	49	104	153
Total	55	179	234

Do you agree that more than one driver should be allowed to operate the local area hackney in the community?	No	Yes	Total
Member of the Public/a Member of a Public Representative Group	8	71	79
SPSV Industry Representative Body	1	2	3
SPSV licence holder	54	98	152
Total	63	171	234

Do you agree that the duration of a licence should be increased from 3 years to 5 years?	No	Yes	Total
Member of the Public/a Member of a Public Representative Group	9	70	79
SPSV Industry Representative Body	1	2	3
SPSV licence holder	48	105	153
Total	58	177	235

Do you agree that the local community should have a say in whether the local area hackney licence gets renewed annually?	No	Yes	Total
Member of the Public/a Member of a Public Representative Group	11	68	79
SPSV Industry Representative Body		3	3
SPSV licence holder	67	86	153
Total	78	157	235

Do you agree that the time a person can keep a local area hackney licence without using it should be shortened?	No	Yes	Total
Member of the Public/a Member of a Public Representative Group	16	63	79
SPSV Industry Representative Body		3	3
SPSV licence holder	38	114	152
Total	54	180	234

Do you agree that local area hackney bookings should also be carried out locally?	No	Yes	Total
Member of the Public/a Member of a Public Representative Group	9	70	79
SPSV Industry Representative Body	1	2	3
SPSV licence holder	32	116	148
Total	42	188	230

Do you agree that a new Fixed Payment Offence should be introduced to maintain compliance and protect full SPSV licence holders?	No	Yes	Total
Member of the Public/a Member of a Public Representative Group	8	70	78
SPSV Industry Representative Body		3	3
SPSV licence holder	24	127	151
Total	32	200	232

Online responses by question – % results

Do you agree that local communities should have a greater say on whether a local area hackney is required for their area?	% No	% Yes
Member of the Public/a Member of a Public Representative Group	6%	94%
SPSV Industry Representative Body	33%	67%
SPSV licence holder	32%	68%
Total	24%	76%

Do you agree that more than one driver should be allowed to operate the local area hackney in the community?	% No	% Yes
Member of the Public/a Member of a Public Representative Group	10%	90%
SPSV Industry Representative Body	33%	67%
SPSV licence holder	36%	64%
Total	27%	73%

Do you agree that the duration of a licence should be increased from 3 years to 5 years?	% No	% Yes
Member of the Public/a Member of a Public Representative Group	11%	89%
SPSV Industry Representative Body	33%	67%
SPSV licence holder	31%	69%
Total	25%	75%

Do you agree that the local community should have a say on whether the local area hackney licence gets renewed annually?	% No	% Yes
Member of the Public/a Member of a Public Representative Group	14%	86%

SPSV Industry Representative Body	0%	100%
SPSV licence holder	44%	56%
Total	33%	67%

Do you agree that the time a person can keep a local area hackney licence without using it should be shortened?	% No	% Yes
Member of the Public/a Member of a Public Representative Group	20%	80%
SPSV Industry Representative Body	0%	100%
SPSV licence holder	25%	75%
Total	23%	77%

Do you agree that local area hackney bookings should also be carried out locally?	% No	% Yes
Member of the Public/a Member of a Public Representative Group	11%	89%
SPSV Industry Representative Body	33%	67%
SPSV licence holder	22%	78%
Total	18%	82%

Do you agree that a new Fixed Payment Offence should be introduced to maintain compliance and protect full SPSV licence holders?	% No	% Yes
Member of the Public/a Member of a Public Representative Group	10%	90%
SPSV Industry Representative Body	0%	100%
SPSV licence holder	16%	84%
Total	14%	86%

Appendix C: Online portal submissions where commentary was provided

Opinion	Number of Respondents
Agree	1,252
Disagree	382
Total	1,634

Do you agree that local communities should have a greater say on whether a local area hackney is required for their area?
Plenty of taxis available everywhere and everyone using app like free now and Uber and we taxi driver hardly make enough money also why can't nta realise [sic] more taxi plates and make it more affordable for anyone want to join the industry
Not fair on taxi drivers who pay thousands to get into job. And can only get wheelchair cars.
Because every tom and dick will get one
This makes Taxis more expensive to run and less work with this model
Regulator [sic] should decide
They'll allow uber to take over
Let taxi operators all counties.
Not needed
Area knowledge test had to be passed
What about the taxi's already exists in those rural areas, there isn't much work after the local links new services and it has impacted us massively.
Licence authority should only make decisions on licences
NTA should have oversight
There's is too many unlicensed operators already...the TFI or the taxi regulator are not fore fulling their duty as occasion
There are many unlicenced private already ruining what ever business is available.
It would flood the market with retired people
Communities should be facilitated through the taxi industry
The decision should not be local based as that is let people who don't understand the industry to make the decisions
Unless you have a psv license
I dont think all opinions would be considered.
The NTA would know best if an area needs local area hackneys, locals would look for too many hackneys not thinking if it would effect spsv drivers livelihoods.
It will lead to uber style unregulated drivers
that kill taxi business
Is there no taxis in these proposed Areas???
Because when it's quite [sic] in there [sic] area the drivers will be coming into more built up areas to take work from the regular drivers
Because we have local link buses in my area which already made a impact in my earnings and made it harder for me to make a living
Taxi owner in rural Ireland

I'd have concerns as operate a taxi service in a rural area Glenbeigh Co,Kerry vehicles are fully licenced and insurance is €5500 per year. The local link buses have already hit our business hard so if this is introduced where there is an existing service then we will have no choice and will either stop the service altogether air [sic] work in the likes of bigger towns like Killarney
It's common knowledge that local urban communities have drivers working the local pubs without a licence
Because I am a local area Hackney, there is only a need between 12Am and 3am on a Saturday night for another taxi will end up not paying me to do it
Taxi drivers loose [sic] their business
taxis have not enough job's [sic] at all
local communities might prioritise service requirements above drivers being able to make a living
When the see taxi they feel more comfortable to have ride and trust in driver

Do you agree that more than one driver should be allowed to operate the local area hackney in the community?
Why can't a taxi be driving by more than one driver?
Taxi insurance is crazy and can only have 1 name on policys for new entrants.
Taxi insurance is crazy and can only have 1 name on policys for new entrants.
This makes Taxis more expensive to run and less work with this model
Unless is spsv driver
Too many drivers
Rural areas such as Meath is already a lot [sic] of dublin drivers using app
There's already three local link mini buses has started operating home to home collection service subsidised by NTA.
One Licence per driver, no watering down the system
One driver is enough
I would like to see the taxi regulator do more check points to eliminate the non license operators
There is no demand for any taxi as most drinkers drive home
Every retired person will be operating under that guise
Unless you have a psv license
Cars would be working 24 hours non-stop and vehicle standards would drop.
well maybe 2 drivers but 5 drivers is too many and would likely cause arguments among the hackneys and perhaps effect spsv drivers income.
no
Local link buses, provides service. plus plenty of designated drivers. 25% is the market value of non-alcholic [sic]
Multiple drivers mean less transparency with respect to insurance fraud and if any incidents occur in spsv it will be hard to resolve.
How would that be policed ,how would you know if different drivers had insurance or license to drive.the regulators don't have enough staff at the moment to police the industry if you open it up to new drivers they will be unable to do their job
It depends on the area and the size of the population. Too many licenses will mean no one can make a living and then the service will fail anyway. There is a balance to be struck
Because it will not be your while focus should be on better public transport
We have local links buses in my area which had a major impact on my errands extend local link bus hours instead of putting Hackney on the road which will not obey by any rules because there's no one to enforce them

Being a "cosy" long before the deregulation of Taxis I had no say - no holidays - the dept of Labour say it was outside the scope of employ so I had no rights and the situation was often abused and I feel a similar situation would be open to abuse by having a 2nd driver
Hav [sic]
Answered previous (<i>I'd have concerns as operate a taxi service in a rural area Glenbeigh Co,Kerry vehicles are fully licenced and insurance is €5500 per year. The local link buses have already hit our business hard so if this is introduced where there is an existing service then we will have no choice and will either stop the service altogether air [sic] work in the likes of bigger towns like Killarney</i>)
I think you would end up with a situation where most of the drivers wouldn't have a licence. It would be impossible to police this as well
If need for more than 1 LAH then surely a regular Hackney licence should be made available
Again it will be misuse [sic] the industry
taxis have not enough job's at all
Not enough work
Anyone can misuse if there is no regular checks.
Why not more SPSV taxi cars ?
Would have a negative effect on my SPSV business.
Allowing multiple drivers for one local area hackney doesn't solve the core issue that demand is concentrated during weekend evenings, not spread evenly throughout the week. Sharing a single vehicle won't increase availability or improve service for rural communities, and can potentially harm earning potential for drivers. The core issue is the restrictive 10km pick-up radius, which often excludes the nearest town and discourages people from going out. Expanding this radius to 20km and permitting pick-ups and drop-offs within that area would make the service far more useful, give passengers confidence they can get home, and provide drivers with a sustainable income. Additionally, allowing more than one vehicle across a larger area would offer flexibility to meet demand throughout the week, revitalise rural night-time economies, and achieve these benefits without undermining existing taxi services.

Do you agree that the duration of a licence should be increased from 3 years to 5 years?
We have to keep 3 as standard
Become an spsv driver
Become an spsv driver
Should be reviewed every 3 years and checked if local area hackney is active and successfully operating that area.
It's an unfair system since they don't have to write any exams unlike psv licence holders
For security and safety issues
There should be no hackneys as every town an [sic] village is flooded with taxis with no work.
Alot of illegal operations .3 years is enough to have to deal with illegal operators
3 years seems the right amount of time.
not 5 years, perhaps 3 but no more then [sic] 4.
I think 3 years its correct
Trial period first
Affect taxi drivers [sic]
I think the focus on providing a good quality service would be lost, maintenance, cleanliness etc would become lax.
If drivers are serious about providing a service then it's not too much to ask to renew every 3 years.
Renewing the license every 3 years is better because and bad driving will be spotted sooner

To [sic] long for someone who may do very little work
A lot can happen in 3 years
3 years is long enough
No
Answered previous (<i>I'd have concerns as operate a taxi service in a rural area Glenbeigh Co, Kerry vehicles are fully licenced and insurance is €5500 per year. The local link buses have already hit our business hard so if this is introduced where there is an existing service then we will have no choice and will either stop the service altogether air [sic] work in the likes of bigger towns like Killarney</i>)
drivers need to be regularly in touch with safety contacts ie the police
If they having 5 years duration then it's equivalent of taxi [sic]
As an SPSV Operator I should be allowed to hire drivers to work for me that have a local area licence.
Regular checks are better
They should not be increased but should be reviewed after 3 years

Do you agree that the local community should have a say in whether the local area hackney licence gets renewed annually?
It's an NTA decision same as other license types
Do the spsv entry test.
Do the spsv entry test.
its up to the driver
It's up to NTA
No, that should be decided by the NTA on a performance based level. AKA they're actually doing bookings and servicing the community
Could lead to local politics, on who gets or doesn't get a licence.
Licence authority should naked decisions not the community
NTA should have oversight of this inline with regulations
They already have a say.....by continuing to use unlicensed operators
As above no work for any more licences
That's not up to them.
The authorities should decide how long a licence lasts.
the NTA are best placed to know if an area needs a hackney
it could lead to bias and discrimination. Renew license annually is too strenuous
Is it not the NTA that should decide this????
Again trial period
Personal issues and Personal agendas
It would just become a pointless talking shop like everything in rural Ireland.
it should be just between licence holder and the regulator
Only NTA should decide
If the license is valid for 3 years then that is what determines their period of driving
May be done with malicious intent
I do not agree with this
License should be under the auspices of relevant authorities. Bias and local tribalism can seep in decision making. Should be left to unbiased authorities.
Why should people in my area have a say that will impact my ear [sic]? No, I don't agree. They should have a say.

Answered previous (<i>I'd have concerns as operate a taxi service in a rural area Glenbeigh Co, Kerry vehicles are fully licenced and insurance is €5500 per year. The local link buses have already hit our business hard so if this is introduced where there is an existing service then we will have no choice and will either stop the service altogether air [sic] work in the likes of bigger towns like Killarney</i>)
Some people don't use the service where others do
Renewal every 5 years is more than adequate
The local community doesn't realise the ins and outs like me having to spend the guts of 35 thousand on a new car this year
NTA should do have full control
Not really anything to do with the community, it's between the licence holder and NTA
Considering the hoops a licence holder has to jump in order to obtain it, time should be allowed to become established. Current restrictions attached to LAH are too severe to make it viable/attractive.
Self interest
I think this should be an independent decision. not all people that use a hackney are from the local area. visitors or tourists might use the service far more than the locals
people can take offence or complain too easily foe [sic] silly reasons so this could happen if community get a say/ maybe councils yes but not community per se
If the driver is operating within the law - why does it need to be reviewed annually- crazy suggestion
Licence should be issued for 5 years Unless convicted mplaints [sic] merit the licence to be revoked.
We need supply of taxis not to hinder supply

Do you agree that the time a person can keep a local area hackney licence without using it should be shortened?
Let them keep as long as they can
it's an option for different times of economy if a driver lost their job they could fall back onto this one!
Some suffer from illness and need time to recover. Hips replacement etc
If a person has to take time off work for any reason why should they lose there licence
Sickness and leave of state for a longer period of time can contribute to this
Leave as is
different circumstances.
there may be reasons for keeping having the licence and not using it...
that not fair
No need for time frame because it could be confusing.
No point
Like I said above if license is x amount of years then so be it
I just don't agree
5yrs.
He may not always be available but that could change at any time.
Maybe driver could be ill for long period.
Discourage those who choose this profession as a side hustle. Cast the bet wide! Don't discourage...Encourage!
Answered previous (<i>I'd have concerns as operate a taxi service in a rural area Glenbeigh Co, Kerry vehicles are fully licenced and insurance is €5500 per year. The local link buses have already hit our business hard so if this is introduced where there is an existing service then we will have no choice and will either stop the service altogether air [sic] work in the likes of bigger towns like Killarney</i>)

Should be allowed use it whenever once granted
It's not safe without license
Depemds [sic] on how "without using it" is defined? How is this measured? Catchment range, pickup restrictions & age of vehicle should be reviewed.
Nowhere near enough in some Rural areas
Its just No!
There should be no limits on the number of driver or vehicle licences provided. Shortening the licensing term, if not required for purposes of safety, will lead to unnecessary administrative friction.

Do you agree that local area hackney bookings should also be carried out locally?
Not fair on taxi drivers who have to pay thousands.
Stay local
It could be both phone and app based booking system.
The industry should be governed by the central body all across the country
anywhere, no restrictions
I don't think any further hackney/taxi licences should be issued.
that not good for taxi business
I believe the origin of the journey should be local but the destination should not be restricted to a defined boundary. Example I'm in Blessington but Naas is 15km away and Newbridge 20km away. If I have to refuse jobs because the destination is not local then being a local Hackney is basically a huge pay cut and I'd be better off just remaining as a taxi instead who can do those jobs without restriction.
should book from anywhere Unlike same town
With apps it doesn't matter wat area you operate in you will still be offered the job
People may need to go to other areas.
People are used to convenience. Apps are the way forward unfortunately.
I don't agree it should be local area, Hackney
Answered previous
taxis have not enough job's at all
Don't understand the question. Are bookings not currently carried out directly with the operator(s)?
By an app.
A Toomevara Hackney should be allowed to drop/collect in the nearest town and vice versa
Hackneys should be allowed to operate where ever they can earn a living within reason
Solid cover the town and the surrounding villages /parishes. Need to know what you mean by deprivation of "rural a area" [sic]
Its just No also
In my area they focus on the town inly and most refuse to go to the countryside or rural areas which are depraved [sic] of a service
It doesn't make sense to restrict drivers to one local booking channel. Drivers should have the flexibility to use any licensed service or platform that helps them find passengers within their permitted area. Limiting them to a single system reduces their earning potential and makes the service less viable. A sustainable income depends on consistent demand, which is already limited in rural areas. Allowing drivers to access multiple platforms would improve availability for passengers, make better use of existing vehicles, and strengthen the overall success of the Local Area Hackney scheme without undermining regulatory safeguards.
What is meant by locally 50km radius?

Do you agree that a new Fixed Payment Offence should be introduced to maintain compliance and protect full SPSV licence holders?

You need to incentivise drivers to join the pool not penalise them at every turn

The nta dont implement offences as it is they just send generic responses.

We already have enough fines on the go

I don't fully understand the context of the question, is it to penalise local area hackney licence holders or to penalise unlicensed operators?

depends on case by case

If not being used cancel it

As it stands we are heavily over regularlated [sic]

What is the purpose of the fine

There's already fixed payment system introduced which covers all SPSVs

Rogue drivers will still operate

Answered previous (*I'd have concerns as operate a taxi service in a rural area Glenbeigh Co, Kerry vehicles are fully licenced and insurance is €5500 per year. The local link buses have already hit our business hard so if this is introduced where there is an existing service then we will have no choice and will either stop the service altogether air [sic] work in the likes of bigger towns like Killarney*)

There is enough red tape with all of the procedure

I honestly don't see the sense in this as the LAH has a very limited operational area, in comparison to the full SPSV licence holder, who can have an entire County or Counties as their area of operations. I cannot see what protection he or she is seeking.

Protect them while give new SPSV license for saloon cars not just wheel chair which is big monopoly by certain plate holders and and guys who selling wheel chair cars

This would need to be clarified as to impact and explained more.

In my local area there are no SPSV licence holders. Any full Licence holders will not travel to rural areas. A rural Hackney will have little to no impact on full Licence holders in towns and city's. A simple test of this would be to request a taxi from fully licenced drivers for pickup in a rural area and review the outcome

Donegal County Council has prepared a more detailed submission and will attach/ forward this as part of the consultation. The above Y/N answers should be read in the context of the submission which includes recommendations. (a practical and prudent approach is required for compliance which would not be achieved using a blanket fixed penalty approach. This would allow for discretion in exception circumstances, for example, related to public safety, to pick up out of the designated area when no other transport/ taxis are available - in recognition of the vital role played by operators in remote rural communities.

Appendix D: Online Consultation form – SPSV Compliance: Fixed Payment Notice Consultation

Do you agree with the proposed amendments?

Yes

No

If no, would you like to add a comment?

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NEXT PAGE >



All fields marked by symbol "*" are required and must be completed.

Please enter your name below *

Please enter your email. *

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✓ SUBMIT

Appendix E: Online portal submissions where commentary was provided

SPSV Compliance: Fixed Payment Notice Consultation
I think going down the digital route is dangerous
One licence one driver. If I'm required to fill in paper applications for licences than the system should remain a paper based system with signatures
Stick to physical signature thanks

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