

Implementation Update on Approved Recommendations Arising from Taxi Licensing Review

Approved Recommendation	Update as of May 2014
<p>i. Not to introduce deregulation. Future increases in the number of taxi licenses to be subject to the findings from future unmet demand surveys and the forthcoming quota to be set by the Government for wheelchair accessible vehicles. Outside of this, in an effort to introduce/ increase the number of environmentally friendly vehicles into the city's taxi fleet, two additional licences to be made available to applicants with a hybrid or electric vehicle every 6 months.</p>	<p>To date the government has not set a quota for wheelchair accessible vehicles. Committee agreed that no new licences would be issued until an unmet demand survey is carried out in 2014. That survey is currently been carried out and a report is expected in 2 – 3 months.</p>
<p>ii. CYC Planning Dept to encourage the siting of new/additional taxi ranks adjacent to major new developments e.g. outside the new stadium or near the new council offices or major retail centres / supermarkets.</p>	<p>Planning have been made aware of this recommendation.</p>
<p>iii. CYC to produce a map showing York's taxi ranks indicating times of use and incorporated into other local maps, to raise public awareness of little-used ranks in the city centre. Map to be made available on CYC website and hard copies to be provided to relevant external parties e.g. Visit York</p>	<p>Maps are now available on the councils website</p>
<p>iv. For a 12 month trial period, the rank at Duncombe Place to be made available for use on a full time basis.</p>	<p>The rank is now permanently open 24/7 - this was a cabinet member decision.</p>
<p>v. To reduce the emissions from hackneys and PHVs, the following European standards only to be accepted for replacement vehicles, as from 1 June 2012 for hackneys and 1 November 2012 for PHVs.</p> <ul style="list-style-type: none"> ➤ For petrol cars – Euro 4 petrol vehicle class ➤ For diesel cars – Euro 5 diesel vehicle class 	<p>Not implemented awaiting unmet demand survey.</p>

<p>vi. The number of low emission vehicles and to meet the forthcoming quota to be set by the government for wheelchair accessible vehicles, a hierarchy should be applied to issuing new licences in priority order as follows:</p> <ul style="list-style-type: none"> ➢ those applicants providing an electric car ➢ those applicants providing a hybrid car or euro 3 standard gas fuelled car ➢ those applicants providing a wheelchair accessible diesel car ➢ those applicants providing a petrol car 	<p>Not implemented awaiting unmet demand survey.</p>
<p>vii. No additional hackney carriage vehicle licences will be issued to 'non wheelchair accessible' diesel cars.</p>	<p>This is the council's current policy. At this time no new licence are being issued.</p>
<p>viii. Where there are a number of applicants with cars of the same type (i.e. types shown above) the order they are issued plates should be based on the length of time they have been on the waiting list in line with the council's current policy.</p>	<p>Not implemented awaiting unmet demand survey.</p>
<p>ix. CYC Taxi Licensing Unit to monitor emissions and the number of wheelchair accessible vehicles in York's taxi fleet (Hackneys and PHVs) by revising their annual inspection regime to ensure the gathering and recording of the relevant information, within the new Licensing Unit computer system (once its commissioned)</p>	<p>Will be in place once the new computer system is in place, due to be in place by August 2014.</p>
<p>x. Introduce as soon as is practicable, a requirement for new taxi drivers to undertake an Eco-driving course prior to the issue of a taxi licence.</p>	<p>Not yet in place. Will be a proposal taken to committee when unmet demand survey is done.</p>
<p>xi. Support for the council's current policy in regard to livery of the city's taxi fleet, but in the light of the court judgement, it be made advisory.</p>	<p>Hackney carriage vehicle must display the York crest on the front doors. They are also encouraged to be black.</p>

<p>xii. Subject to the adequate progression with new technologies making the application practical and the introduction of vehicle charging points as shown in the implementation plan at Annex D of the final report, introduce a zero tail pipe emissions policy similar to the Mayor's plan for London for hackneys and PHVs by 2021.</p>	<p>A number of charging points are now available throughout the city.</p>
<p>xiii. the council be sympathetic towards the introduction of taxi buses for use in rural areas and work with possible future providers to investigate how such services may be introduced.</p>	<p>This would have to be done at the request and in conjunction with the council's transport team.</p>
<p>xiv. In regard to taximeters, the policy to include a new specification - 'the taximeter must comply with the Measuring Instruments (Taximeter) Regulations 2006 and must be of the calendar control type which is locked and sealed by an approved manufacturer/ supplier and/or installer' The application of any GPS system must provide a comparable level of security for the customer.</p>	<p>Will be taken to committee following the unmet demand survey.</p>
<p>xv. The new specification to initially apply to new vehicle applications only and subsequently will apply to all existing vehicles, both hackney and private hire(where fitted) with effect from 1 April 2015.</p>	<p>Will be taken to committee following unmet demand survey.</p>
<p>xvi. The council to continue to assist in raising all drivers awareness of the training programme currently offered by Visit York.</p>	<p>This is done as part of the application process.</p>