

Taxi Licensing Public Consultation – vehicle licences

Summary

1. At Licensing and Regulatory Committee on 16 July 2018, when Members last discussed the ‘Unmet Demand Survey’ and the City of York Council (the Council) policy regarding restrictions on the number of hackney carriage vehicle licences issued, it was resolved that Officers would ‘review the existing policy on the issue of hackney carriage vehicle licences and report back to Members after a public consultation with the trade and taxi users’. This report follows the public consultation that was undertaken.
2. The consultation asked questions in relation to the following:
 - the use and availability of hackney carriage vehicles in York;
 - the number of hackney carriage vehicles that should be licensed in the future;
 - the type of hackney carriage and private hire vehicles, particularly in respect of their emissions and age, that should be licensed in the future; and
 - the number and location of designated taxi ranks.

Recommendations

3. That Members take into consideration the results of the consultation and other matters highlighted in the report and approve Option 1 of this report, namely:
 - i) To continue with the current restriction on numbers of hackney vehicle licences and ask Officers to commission a formal ‘unmet demand’ survey during 2021 to establish whether there continues to be significant demand for taxis which is unmet;
 - ii) Recommend to the Council’s Executive that they amend the Taxi Licensing Policy and conditions with regards to the type of hackney

carriage and private hire vehicles that will be licensed by the Council in the future as detailed in points a), b), c) and d) at paragraph 25.

iii) To include a more detailed review of the use of taxi ranks and as part of the unmet demand survey.

4. Reason:

i) To enable the Council to carry out an independent survey on restricting hackney carriage vehicle licences, while taking into consideration the impact of the Coronavirus pandemic in 2020.

ii) Ensure a more environmentally friendly and modern hackney carriage and private hire fleet in the city in response to the declared climate emergency and continuing desire to improve air quality.

iii) To better inform any decision around the number and location of ranks.

Background

Limitation on the number of hackney carriage licences

5. Local authorities may set quantity restrictions on the number of hackney carriage licences they issue, but only if it is satisfied that there is no significant 'unmet demand' in its area. The Council, like many others in the surrounding region (as reported on 16 July 2018), currently restricts the number of hackney carriage vehicle licences it issues. At this time the council has provision for 183 licences, with 181 in place i.e. there are two vehicle licences that are potentially available. Some 45 of the hackney carriages have to be wheelchair accessible by condition of licence (24% of the taxi fleet are wheelchair accessible vehicles). The two licences which are potentially available are not wheelchair accessible vehicles. There is no provision to restrict the number of private hire vehicle licences.

Unmet demand surveys

6. To justify regulating numbers, the Council follows Department for Transport (DfT) Best Practice Guidance (issued in March 2010) on unmet demand surveys which are carried out by an independent third party. This is reflected in Section 8 of the current Taxi Licensing Policy as follows:

'Limitations on Numbers

- 8.1 *No powers exist for the licensing authority to limit the number of private hire vehicles that they licence.*
- 8.2 *The current legal provision on quantity restrictions for hackney carriages is set out in section 16 of the Transport Act 1985. This provides ‘that the grant of a licence may be refused for the purpose of limiting the number of hackney carriages in respect of which licences are granted, if, but only if, the person authorised to grant the licences is satisfied that there is no significant demand for the services of hackney carriages (within the area to which the licence would apply) which is unmet’.*
- 8.3 *Any local authority that does restrict the number of licences for hackney carriages is required to justify their policy every three years.*
- 8.4 *The Council does restrict the number of hackney carriage licences issued. Unmet demand surveys are carried out every three years with new licences released when required. New licences are not currently being released.’*

7. In respect of these provisions, as stated above, a report was last brought to the Licensing Committee in July 2018. The report related to the findings of an unmet demand survey that had been carried out in October 2017. It was determined that there was no significant demand which was unmet. The link to the Committee report and unmet demand survey can be found in the background papers.

8. The benefits and disadvantages of quantity restrictions are as follows:

Benefits of Quantity Restrictions

9. Restricting the number of hackney carriages in the city helps manage congestion around the city centre, preventing over ranking at the designated rank spaces and unofficial ranks being formed. This could have an adverse impact on air quality, particularly if the fleet is not operating on low emission vehicles. In the long run, it is also aimed at preventing a shortage of taxis if drivers are unable to make a living from a reduced number of fares and therefore leave the market. This may increase the risk of passenger safety if a shortage encourages the use of illegal, unlicensed drivers and vehicles. Taxis are also recognised as an important means of transport for people with a disability as they provide a ‘door to door’ service.

Disadvantages of Quantity Restrictions

10. There are also disadvantages when restricting the number of hackney carriage licences. The Competition and Markets Authority report entitled 'Regulation of taxis and private hire vehicles: understanding the impact of competition' (2017) says:

'Quantity restrictions may cause harm to passengers through reduced availability, increased waiting times, reduced scope for downward competitive pressure on fares and reduced choice. They also may increase the risk of passenger safety if they encourage the use of illegal, unlicensed drivers and vehicles'.

11. Furthermore, in most places, where quantity restrictions are imposed, vehicle licences command a premium, often in tens of thousands of pounds; this is the case in York. This indicates that there are people who want to enter the hackney carriage market and provide a service to the public, but who are being prevented from doing so by the quantity restrictions. This is also demonstrated by the fact that in York we have a waiting list of people wanting a hackney carriage vehicle licence (see below). It has been found in previous years when the Council has granted additional hackney carriage vehicle licences that, within days, the licence holder has transferred the licence to another person. This suggests that they did not want to provide a service to the public at all, rather they simply wanted to sell the licence on and 'make a quick profit' (known in the trade as 'selling the licence plate'). There is no provision within the legislation to prevent the transfer of licences in this way. We are told that licences have transferred in this way for £50k. The council/tax payer does not receive any of this money other than the 'cost recovery' fee to administer the transfer.
12. Removing the limit on the number of licences we issue would remove the inflated 'market value', but it would also have significant consequences for anyone who has 'invested' in a licence. They would almost certainly lose the value of their investment immediately.

Waiting list

13. The council operates a 'waiting list' for people who have shown an interest in holding a hackney vehicle licence. The person named at number one on the list will be offered the next available licence and so on. As of 27 August 2020, there were 151 persons on the list.

Types of vehicle we licence

14. We currently only licence vehicles that meet certain emission standards, and we do not have age restrictions. The average age of the current fleet (both hackney carriage and private hire) is approximately 7 years old. Most other authorities in our surrounding area and beyond have age restrictions (see below).

15. The current taxi licensing policy states as follows:

‘Only the following European Standards will be accepted for new private hire vehicle applications, and any subsequent replacement of these vehicles, and all replacement vehicles for both taxi and private hire:

- *Petrol vehicles – Euro V petrol vehicles class*
- *Diesel vehicles – Euro VI diesel vehicles class*
- *Diesel wheelchair accessible vehicles – Euro V diesel vehicles class**
- *Ultra low emission vehicles - defined as 75g CO₂/km and under*

**this only applies to replacement vehicles and if the following criteria is met:*

- *The vehicle licence was granted prior to the 1 May 2016 to a wheelchair accessible vehicle;*
 - *The replacement vehicle is wheelchair accessible;*
 - *The vehicle licence is renewed annually;*
 - *Ownership of the vehicle remains in the name of the vehicle licence proprietor whose name was on the licence on the 1 May 2016;*
- If the above criteria is met a vehicle licence proprietor may replace the licensed wheelchair accessible vehicle as many times as necessary until this policy is amended.’*

16. It will be noted that the Policy does not apply to the grant of new hackney carriage vehicle licences; it was written at a time when these licences were not available. At paragraph 23.7, the policy states:

‘The types of vehicles that new hackney carriage vehicle licences will be issued to will be determined by the Executive, if/when the Council determines to issues new licences.’

17. When this policy was introduced, it was intended to improve the emission standards of vehicles within the fleet (more details on air quality in the city are provided in the paragraphs below). Annex 1 shows

the Euro standards of the fleet as of January 2020. It is not known what the impact of the Coronavirus pandemic has had on the number of vehicles that will continue to be licensed, but as things stand, the figures are still representative of the fleet as is.

18. Whilst there has been some take up of hybrid cars and Euro 6 vehicles, there are many cars in the fleet that do not meet the latest Euro standards and there is still a large number of vehicles operating in the city which are Euro 5, Euro 4 and even some Euro 3 vehicles - including hackneys. It is well documented that Euro 5 diesels are a problem in respect of their emissions of harmful particulate matter. It may be that the existing policy is encouraging drivers to retain older vehicles rather than invest in newer ones, but it is clear that it is not being effective as it could be in driving up the environmental standards of our fleet. An age limit may help in this respect.

Air Quality considerations

19. Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. Recent research has suggested a link between coronavirus (Covid-19) deaths and exposure to high levels of pollution. Many of the deaths nationally relating to Covid-19 have been amongst those who live in polluted areas or who experience high levels of occupational exposure (e.g. bus and taxi drivers).
20. The Council currently has an Air Quality Management Area (AQMA) in the city centre (covering the inner ring road), declared on the basis of breaches of the health based annual mean air quality objective for nitrogen dioxide (NO₂). The Council has a statutory duty to try to reduce NO₂ concentrations within the current AQMA and additional obligations in relation to the protection of public health and reduction of greenhouse gas emissions. The main air pollutants of concern in York are NO₂ and particulate matter (PM). Typically, traffic is responsible for around 50-70% of the total NO₂ at any particular location in the city, although the exact amount varies according to proximity to roads and other emission sources.
21. The latest air pollution monitoring data for the city indicates that the annual average air quality objective for NO₂ is still being breached at a number of locations around the inner ring road, within the city centre

AQMA. There has been a general downward trend in NO₂ concentrations monitored across the city since 2012, although year on year improvements in NO₂ have been much less pronounced over the last 2-3 years and in some areas appear to have plateaued. This clearly demonstrates the need to continue to deliver air quality improvement measures. It should also be noted that the general downward trend in particulate concentrations observed at the Council's roadside monitoring sites up to 2017 did not continue between 2017 and 2019.

Taxi Incentive Scheme

22. The Council are promoting the uptake of low emission taxis to help improve air quality in York as part of a wide ranging package of measures to reduce emissions from all vehicles. Following a successful Air Quality Grant award from DEFRA, the Council is offering financial support to eligible CYC licensed hackney carriage and private hire drivers/vehicle licence proprietors to upgrade their vehicles to low emission variants. Further information on the incentive scheme and eligibility criteria is provided at Annex 2.

Charging points

23. In recent years, CYC has implemented an extensive 'pay as you go' fast charge public electric vehicle recharging network in addition to a number of publicly accessible rapid chargers across the city. City of York Council's Executive have also endorsed the ambition that a minimum of 5% of bays in council owned car parks will be charging bays by 2023. The existing council owned charging estate is currently being updated with the latest EV charging hardware. Charging episodes rose from 1,733 per year in 2014 to 20,355 in 2019. Additional charging points are being secured on new developments through the planning process and further charging facilities specifically for taxis are being explored as part of developments such as the York Railway Station Frontage scheme.

Impact of Coronavirus on the economy

24. In addition to the health implications described above, Coronavirus and the resulting 'lockdown' imposed to help curtail the spread of the disease has had a huge impact on the income of taxi drivers. Whilst there are signs of recovery in the city and footfall is beginning to return, it is still not at pre-Covid levels, particularly in the night time economy. As noted above, it is a recommendation of the DfT Best Practice

Guidance that local authorities undertake an unmet demand survey once every three years if they restrict the number of hackney carriage vehicle licences issued. As the last unmet demand survey was undertaken by this authority in 2017, to meet the requirements of Best Practice Guidance, a survey should take place during 2020. However, due to Covid 19, it is proposed that the survey will take place in 2021 as to do so sooner may not reflect the way people will travel in and around the city in the short to medium term future.

Proposed new emissions and age policy

25. The proposed new emission standards for taxis are as follows. There is a phased approach to its implementation to give drivers – particularly existing drivers - time to prepare for to the new standards where appropriate.

a) New hackney carriage vehicles licences will only be issued to the following type of vehicles:

- *Fully electric wheelchair accessible vehicles*
 - *Plug in electric petrol hybrid wheelchair accessible vehicles**
- *These vehicles are purpose-built taxis and have CO2 emissions of less than 50g/km and can travel at least 112km (70miles) without any emissions at all.*

For the avoidance of doubt, this will include new grants after existing licences are surrendered.'

It will therefore include the two licences hackney carriage vehicle licences which are currently available. This will help ensure that those given the privilege of a valuable hackney carriage vehicle licence make a proper investment in a vehicle which truly benefits the community they serve. It will hopefully encourage those who obtain a licence to retain it and recoup the investment in their vehicle rather than simply 'sell the plate'. These vehicles are likely to be in excess of £50k – and rental options are available – to help spread the investment cost there is no planned age limit proposed for these vehicles and there are grants in place to assist with the cost of purchase.

b) 'From 1st January 2021 new private hire licences i.e those which are not replacing vehicles already licensed by the Council will only be issued to the following type of vehicles:

- *Fully electric vehicle*

- *Plug in electric petrol hybrid vehicle*
- *Petrol hybrid vehicle – Euro 6 class or better (less than 7 years old)*
- *Wheelchair accessible vehicles – Euro 6 diesel/petrol or better (less than 7 years old)*

Where the vehicle is a replacement for an existing licensed vehicle, this requirement will not apply until 1st January 2022 and the existing emissions policy will apply.

This ensures that from January, new entrants to the private hire trade will have to have vehicles which meet the improved emission standards from this January.

- c) *'From 1st January 2022 replacement hackney carriage and private hire vehicle licences i.e where the licence is being transferred from one vehicle to another will only be issued to the following type of vehicles:*
- *Fully electric vehicle*
 - *Plug in electric petrol hybrid vehicle*
 - *Petrol hybrid vehicle – Euro 6 class or better (less than 7 years old)*
 - *Wheelchair accessible vehicles – Euro 6 diesel/petrol or better (less than 7 years old)'*

Therefore, for the coming year at least, any existing drivers who replace their vehicles – perhaps after a vehicle breakdown or accident - will have the option to 'tide themselves over' a vehicle which meets the current standards until the condition below comes into effect.

- d) *'After 31st May 2023, all vehicles will only be re-licensed up to a maximum age of 7 years (from the date of first registration).*

There will however be no age limit for fully electric and plug in electric hybrid vehicles.

A further exemption to this requirement will be applied for classic cars undertaking the function of an executive vehicle.*

**The HMRC definition:
A classic car is one where:*

- *the age of the car at the end of the year of assessment is 15 years or more and*
- *the market value of the car for the year is £15,000 or more.'*

This provision ensures that all existing vehicles will be required to meet the new standards by 2023. In effect it will actually come into place for the licences granted in June 2023 for hackney carriages and November 2023 for private hire vehicles. Therefore proprietors have almost three years to adjust. It will ensure that all vehicles on the fleet will at least be hybrid and that any petrol/diesel vehicles will be both Euro 6 and wheelchair accessible too.

26. To assist, Annex 3 provides details of some of the fully electric and plug in petrol hybrid vehicles that are available. Please note that on further research, it appears unlikely that any petrol hybrid vehicles (such as a Toyota Prius) are available that would be suitable for conversion into wheelchair accessible vehicles and why it is important to retain petrol/diesel for these vehicles (to the highest available emission standard). Clearly if such a vehicle becomes available then it could also be used as a wheelchair accessible vehicle – there is nothing in para b) to prevent this. Equally, a wheelchair accessible vehicle could be plug in electric or plug in electric hybrid. The Euro 6 standards were compulsory for all vehicles registered on or after 1 September 2015. The words 'Euro 6 or better' have been included in the policy so it ensures vehicles can also be licensed if they meet future emission standards.

Designated Hackney Carriage Ranks

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27. The locations of the hackney carriage ranks in the city are as follows:-
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- Clifford Street (for Kuda Nightclub)
 - Clifford Street (opposite side of road from Kuda Nightclub)
 - Clifton Moor Cinema
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- Duncombe Place
 - Exhibition Square
 - Micklegate (outside The Parish)
 - Piccadilly
 - Queen Street
 - Rougier Street
 - St Leonard's Place
 - St Sampson's Square
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- St Saviourgate - Rank A
 - St Saviourgate - Rank B
 - Station Road (York Station)
 - The Crescent (off Blossom Street)
 - Toft Green (for Tokyo Nightclub)
 - Tower Street
 - York Racecourse
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Please note that the rank at the station is privately owned, the other ranks most frequently used are Duncombe Place and St Saviourgate.

Consultation

28. A Working Group was established last year to prepare the consultation for this report, it was made up from the Licensing Manager, two Members of this Committee and a representative of each Hackney Carriage Association. This Group agreed the questions for the public consultation.
29. The consultation took place from 11 October to 10 November 2019.
30. The results of the consultation can be found at Annex 4, and a summary is provided in the analysis section below.
31. All holders of hackney carriage driver and vehicle licences, and private hire driver, vehicle and operator licences were written to and invited to participate in the consultation. And it was available on the council website. A total of 292 responses were received.

Options

32. Option 1
 - i) To continue with the current restriction on numbers of hackney vehicle licences and ask Officers to commission a formal 'unmet demand' survey during 2021 to establish whether there continues to be significant demand for taxis which is unmet;
 - ii) Recommend to the Council's Executive that they amend the Taxi Licensing Policy and conditions with regards to the type of hackney carriage and private hire vehicles that will be licensed by the Council in the future as detailed in paragraph 25 a), b), c) and d).

- iii) To include a more detailed review of the use of taxi ranks as part of the unmet demand survey.

33. Option 2

Take an alternative course of action such recommending to the Executive that the current restriction on hackney carriage vehicles be lifted and to keep the existing licensing conditions with regards to the type of hackney carriage and private hire vehicles that are licensed in future.

Analysis

Consultation Responses

34. As noted above, the consultation asked questions relating to the use of taxis, numbers of taxis, type of vehicles and taxi ranks. In the consultation, and the paragraphs below that relate to it, the word taxi refers to hackney carriage vehicle.

35. By way of background, 292 responses were received to the consultation, 235 respondents confirmed that they were:

- 137 (58.3%) a York resident
- 9 (3.8%) an employee of a York business
- 5 (2.1%) a tourist
- 6 (2.6%) a regular visitor to the city for business
- 6 (2.6%) a regular visit to the city for shopping / socialising
- 39 (16.6%) a York licensed taxi driver or vehicle licence proprietor
- 31 (13.2%) a York licensed private hire driver, vehicle licence proprietor or operator
- 2 (0.9%) other

89.7% of respondents had a City of York Authority area postcode.

36. There were 234 respondents who said they had used taxis in York, 214 (91%) had used a taxi in the last 12 months, 145 (69%) of these had used a taxi in the last two months. A majority of those responding got a taxi from a rank.

37. Some 141 respondents get taxis during the evening i.e. (19:00 – midnight), 65 during the day (9:30 – 16:00), 53 in the early evening

(16:00 – 19:00), 52 in the early hours (midnight – 6:00) and 26 in the morning (6:00 – 9:30). It is noted that the number of responses in this category mean that they were using taxis at more than one time of day.

38. In relation to the question of continuing to restrict numbers, 171 (76%) respondents believe there are an adequate number of taxis operating in York, and 194 (84%) believe the Council should continue to restrict the number of taxi licences.

39. These figures would support a continuing restriction on the numbers of licences issued at the present level until an independent unmet demand survey can be undertaken in circumstances that we are confident reflect a normal situation (whatever that might be).

40. With regards to the type of taxis that should be licensed if the Council deregulates, if additional licences are released or licences become available, 217 responses were received:

- Fully electric wheelchair accessible vehicles 51
- Plug in electric petrol hybrid wheelchair accessible vehicles 18
- Petrol hybrid wheelchair accessible vehicle 54
- Fully electric vehicle 14
- Plug in electric petrol hybrid vehicle 11
- Petrol hybrid vehicle 69

41. It can be seen that the majority of respondents (56%) would like to see any new hackney carriage vehicle licences being issued to wheelchair accessible vehicles.

42. Respondents were then asked about the type of vehicles that should be licenced (whether taxi or private hire) and were asked if they believe the Council should introduce the following requirement for the existing taxi and private hire fleet, 223 responses were received:

‘Only the following vehicle types will be accepted for new taxi and private hire vehicles from (date to be set) and all replacement vehicles from (date to be set):

- Fully electric vehicle
- Plug in electric petrol hybrid vehicle
- Petrol hybrid vehicle
- Wheelchair accessible vehicles – Euro 6 class’

Yes – 141 (63.2%)

No – 82 (36.8%)

43. The majority of respondents are therefore in favour of making our fleet more environmentally friendly.
44. There were 224 responses were received to the question relating to introducing a maximum age of vehicle policy. 129 (58%) believe such a policy should be introduced, 95 (42%) did not.
45. With regards to what the maximum age should be, 127 responses where received:
- 5 years 31 (24.4%)
 - 6 years 11 (8.7%)
 - 7 years 17 (13.4%)
 - 8 years 19 (15%)
 - 9 years 7 (5.5%)
 - 10 years 38 (29.9%)
 - Other 4 (3.2%)
46. A majority of respondents want an age limit for licensed vehicles, but there was no clear consensus on what exactly that limit should be. Some 30% of respondents thought as long as 10 years, but the next most popular answer, approaching 25% thought as short as 5 years. Just over 28% of respondents were in the middle i.e. 7 to 8 years. The median response being 8 years.
47. With regards to recent work to align our Policy with the five West Yorkshire Authorities, City of York is the only area that does not have a maximum age of vehicle requirement. The West Yorkshire authorities requirements are as follows (years are determined from first date of registration):

Bradford	10 years
Calderdale	6 years hackney carriage saloon 8 years hackney carriage wheelchair accessible 10 years private hire
Kirklees	10 years 15 years London cab type 12 years wheelchair accessible hackney carriage

Leeds	7 years 10 years providing the vehicle is: <ul style="list-style-type: none"> • In suitable mechanical condition • Safe • Comfortable and • Meets all licensing conditions
Wakefield	10 years saloon 12 years multi seater and wheelchair accessible

48. Other licensing authorities:

Scarborough	10 years
Harrogate	9 years 12 years wheelchair accessible vehicles
Richmond	7 years
Ryedale	10 years
Craven	12 years
Hambleton	10 years
Durham	10 years
Stockton	12 years 15 years wheelchair accessible vehicles
Gateshead	8 years
North Tyneside	8 years
Sheffield	11 years
Hull	8 years
East Riding	12 years
Darlington	6 years 10 years wheelchair accessible vehicles
Sunderland	7 years 10 years vehicles that carry five or more passengers
Gateshead	8 years
Hartlepool	6 years 13 years wheelchair accessible vehicles
Rotherham	10 years 12 years wheelchair accessible vehicles
Wolverhampton	Hackney carriage – new (replacement newer than vehicle replacing) Private hire – 12 years

49. The above tables show that applying a 7 year age limit for our taxis would make our fleet equal to the highest standards in North Yorkshire

and amongst the very highest in the wider region including the West Yorkshire Authorities. Applying an 8 year age limit would still give the Council a taxi and private hire fleet that is more modern than many other places. Extending this out to ten years would put us in line with and in front of some authorities, but behind others.

50. However, it can also be seen that some authorities apply different age limits for different types of vehicles. This is most often applied in respect of wheelchair accessible vehicles due to the additional cost of the vehicles/adaptations. It however remains the case that older vehicles contribute greater levels of pollution regardless of who they are transporting (and they do not transport passengers requiring wheelchair access at all times). It is also unclear why wheelchair passengers should be in older vehicles than able bodied passengers. Our recommended policy – which allows drivers to continue to run diesel or petrol vehicles if they are wheelchair adapted – is likely to be one of the least expensive vehicle options available (by way of a rough example, a three year old wheelchair accessible vehicle may be in the region of £15k) and will make them a preferred choice for many drivers. The licencing conditions for new hackney carriage vehicles will also make more wheelchair adapted hackney vehicles available. Some drivers rent their vehicles from the operator, the change in policy will simply require them to lease drivers' vehicles that meet these standards.
51. Finally, we have proposed no age limit on the very cleanest fully electric and plug in electric vehicles as this along with the potential grants available will (hopefully) encourage some drivers to invest in such vehicles above all others. These vehicles are likely to be in excess of £50k to purchase, and the lack of age limit means the cost could potentially be spread over a longer period. Rental deals are also available (as they are for all vehicles of the type specified).
52. As things currently stand, these changes will mean a significant number of the taxi and private hire fleet will need to change their vehicle by 2023. Of course, some drivers will be planning to change their vehicles in that period in any event.
 - *Hackney – 126 vehicles / 69.6% of fleet*
 - *Private Hire – 333 vehicles / 57.2% of fleet*

Designated taxi ranks

53. The consultation suggested that ranks were largely in or around the areas they were wanted. There did however seem to be a general concern around the signage. It is recommended that a more thorough review of ranks including where they are no longer required be undertaken as part of the unmet demand survey to help inform a decision as to whether they are in the most appropriate locations.

Council Priorities

54. New emissions standards and a maximum age for taxis will support the Council's priorities in respect of the following:
- Good health and wellbeing
 - A greener and cleaner city
 - Safe communities and culture for all

Implications

55. The direct implications arising from this report are:
- (a) **Financial** – There are no financial implications for the Council, there could however be financial implications for the hackney carriage and private hire trade in due course due to the additional costs of a vehicle.
 - (b) **Human Resources (HR)** - There are no HR implications.
 - (c) **Equalities** – If, following recommendation by this Committee, the Council's Executive determine to amend the Taxi Licensing Policy the number of wheelchair accessible vehicles on the licensed hackney carriage fleet will increase. The effect of only licensing petrol/diesel vehicles that are wheelchair accessible is also likely to raise the number of vehicles in the private hire fleet although we have no direct control over this. This will all hopefully give wheelchair users greater access to licensed accessible vehicles.
 - (d) **Legal** – Any changes to the licensing policy could be challenged by an aggrieved party in the High Court.

- (e) **Crime and Disorder** – There are no crime and disorder implications.
- (f) **Information Technology (IT)** - There are no IT implications.
- (g) **Property** - There are no property implications.
- (h) **Other** - There are no other implications.

Risk Management

56. Applying the Council’s risk scoring criteria, restricting numbers of hackney vehicle licences without plans for an unmet demand survey and outdated ineffective emission policies poses a ‘moderate risk’ (potential for successful challenge in a local court and local media coverage) and a likelihood of ‘highly probable’ giving a score of **16** (orange risk). Taking the action described in this report reduces the likelihood to ‘unlikely’ giving a score of **13** (yellow risk).

Contact Details

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<p>Report Approved</p>	<input style="width: 40px; height: 30px; border: 1px solid black;" type="checkbox"/>	<p>Date 12/09/20</p>
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Specialist Implications Officer(s)

Wards Affected: All

For further information please contact the author of the report

Background papers

Committee Report 16 July 2018 - Unmet Demand Survey
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=606&MIId=10525&Ver=4>

Taxi Licensing Policy
https://www.york.gov.uk/downloads/file/9715/taxi_licensing_policy

Annex 1 – Breakdown of euro standards in existing fleet

Annex 2 – Taxi incentive Scheme

Annex 3 – Vehicle types

Annex 4 – Consultation results