



**Notice of a public meeting of  
Licensing and Regulatory Committee**

**To:** Councillors Mason (Chair), Wells (Vice-Chair), Barker, Cuthbertson, Galvin, Hook, Hunter, Melly, D Myers, Norman, Orrell, Pearson, Warters, Kilbane and D'Agorne

**Date:** Friday, 25 September 2020

**Time:** 5.30 pm

**Venue:** Remote Meeting

**AGENDA**

**1. Declarations of Interest**

At this point in the meeting, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

**2. Minutes** (Pages 1 - 4)

To approve and sign the minutes of the meeting held on 18 March 2020.

**3. Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2

working days before the meeting, in order to facilitate the management of public participation at remote meetings. The deadline for registering at this meeting is **5:00pm on Wednesday 23 September 2020.**

To register to speak please contact Democratic Services, on the details at the foot of the agenda. You will then be advised on the procedures for dialling into the remote meeting.

### **Webcasting of Remote Public Meetings**

Please note that, subject to available resources, this remote public meeting will be webcast including any registered public speakers who have given their permission. The remote public meeting can be viewed live and on demand at [www.york.gov.uk/webcasts](http://www.york.gov.uk/webcasts).

During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates ([www.york.gov.uk/COVIDDemocracy](http://www.york.gov.uk/COVIDDemocracy)) for more information on meetings and decisions.

#### **4. Taxi Licensing Public Consultation - vehicle licences (Pages 5 - 44)**

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.

#### **5. Work Plan**

To consider the Committee's Work Plan for the municipal year.

#### **6. Urgent Business**

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

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For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

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City of York Council

Committee Minutes

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Meeting	Licensing And Regulatory Committee
Date	18 March 2020
Present	Councillors Mason (Chair), Wells (Vice-Chair), Hook And Norman
Apologies	Councillors Barker, Cuthbertson, Galvin, Hunter, Melly, D Myers, Orrell, Pearson, D Taylor, Warters And Kilbane

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### **36. DECLARATIONS OF INTEREST**

Members were invited to declare any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests that they might have in respect of business on the agenda. No interests were declared.

### **37. MINUTES**

Resolved: That the minutes of the meeting held on 22 January 2020 be approved, and then signed by the Chair as a correct record at the next available opportunity.

### **38. PUBLIC PARTICIPATION**

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

### **39. TRANSFER AND RENEWAL OF A SEX ESTABLISHMENT LICENCE FOR 55 CLUB, 53-55 MICKLEGATE, YORK, YO1 6LJ**

Members considered a report seeking determination of an application to transfer and renew a Sex Establishment Licence for a sexual entertainment venue which has been made under the Local Government (Miscellaneous Provisions) Act 1982, Schedule 3 Control of Sex Establishments in respect of Upstairs (55 Club), 53-55 Micklegate, York, YO1 6LJ.

The Licensing Manager presented the application to Members noting the operating hours. She noted that consultation had been carried out correctly and there no objections to the application. She outlined the options available to Member in determining the application. She noted that she had visited the premises and would invite Members to visit once renovations had been completed.

In response to a question from a Member the Licensing Manager clarified that there would be a new manager for the premises. She further clarified that the owner of the premises had taken over the running of the nightclub and sexual entertainmnet venue.

Members acknowledged that there had been no objections to the application. By virtue of paragraphs 10, 12 and 13 of schedule 3 of the Local Government (Miscellaneous Provisions) Act 1982 (as amended), the Committee have the following options available to them in making their decision:

Option 1: Grant a renewal and transfer of the licence as requested.

Option 2: Renew and transfer the licence with modified/additional conditions imposed by the licensing committee.

Option 3: Refuse the application for renewal/transfer on one of the mandatory grounds or on one or more of the discretionary grounds within paragraph 12 to Schedule 3 of the Local Government (Miscellaneous Provisions) Act 1982 (as amended).

Resolved: That, in accordance with Option 1, Members grant a renewal and transfer of the licence as requested.

Reason: To consider the renewal and transfer of the licence as required by the legislation.

#### **40. WORK PLAN**

Members considered the committee's work plan for the current municipal year.

Resolved: That the work plan be approved.

Reason: To ensure that the committee has a planned schedule of work for the year.

### **CHAIR'S COMMENTS**

The Chair acknowledged the impact of the COVID-19 pandemic on businesses in the city.

Cllr A Mason, Chair

[The meeting started at 5.30 pm and finished at 5.45 pm].

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## Licensing & Regulatory Committee

25 September 2020

Report from the Assistant Director – Planning and Public Protection

## 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 CO<sub>2</sub>/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 (NO<sub>2</sub>). The Council has a statutory duty to try to reduce NO<sub>2</sub> 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 NO<sub>2</sub> and particulate matter (PM). Typically, traffic is responsible for around 50-70% of the total NO<sub>2</sub> 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 NO<sub>2</sub> 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 NO<sub>2</sub> concentrations monitored across the city since 2012, although year on year improvements in NO<sub>2</sub> 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 1<sup>st</sup> 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 1<sup>st</sup> 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 1<sup>st</sup> 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

- 
27. The locations of the hackney carriage ranks in the city are as follows:-

- 
- Clifford Street (for Kuda Nightclub)
  - Clifford Street (opposite side of road from Kuda Nightclub)
  - Clifton Moor Cinema
- 
- Duncombe Place
  - Exhibition Square
  - Micklegate (outside The Parish)
  - Piccadilly
  - Queen Street
  - Rougier Street
  - St Leonard's Place
  - St Sampson's Square
-

- 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
- 

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"> <li>• In suitable mechanical condition</li> <li>• Safe</li> <li>• Comfortable and</li> <li>• Meets all licensing conditions</li> </ul>
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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Extn 1528

**Chief Officer Responsible for the report:**  
Mike Slater  
Assistant Director – Planning and Public  
Protection

**Report  
Approved**

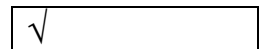


**Date** 12/09/20

**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](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

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**Emission Standards**

The dates in the table below are the implementation dates for all new vehicle registrations. A car registered after the date listed is required to meet the relevant standard.

<b>Emission Standard</b>	<b>Implementation date for new vehicle registrations</b>
Euro 1	Jan-1993
Euro 2	Jan-1997
Euro 3	Jan-2001
Euro 4	Jan-2006
Euro 5	Jan-2011
Euro 6	Sep-2015

**York Fleet Breakdown (as of Jan 2020)**

The tables below show the numbers and percentages of vehicles in the Hackney and Private Hire fleets that meet relevant emission standards. A breakdown of fuel types is also shown for information.

<b>Hackney</b>	<b>Euro</b>	<b>Petrol</b>	<b>Diesel</b>	<b>Hybrid</b>	<b>Total</b>	<b>Hackney %</b>	<b>Euro</b>	<b>Petrol</b>	<b>Diesel</b>	<b>Hybrid</b>	<b>Total %</b>
	1	0	0	0	0		1	0.0	0.0	0.0	0.0
	2	0	0	0	0		2	0.0	0.0	0.0	0.0
	3	0	4	0	4		3	0.0	2.2	0.0	2.2
	4	6	30	6	42		4	3.3	16.6	3.3	23.2
	5	14	39	27	80		5	7.7	21.5	14.9	44.2
	6	1	50	4	55		6	0.6	27.6	2.2	30.4
					181						100.0
<b>Private Hire</b>	<b>Euro</b>	<b>Petrol</b>	<b>Diesel</b>	<b>Hybrid</b>	<b>Total</b>	<b>Private Hire %</b>	<b>Euro</b>	<b>Petrol</b>	<b>Diesel</b>	<b>Hybrid</b>	<b>Total %</b>
	1	0	0	0	0		1	0.0	0.0	0.0	0.0
	2	0	0	0	0		2	0.0	0.0	0.0	0.0
	3	6	17	0	23		3	1.0	2.9	0.0	4.0
	4	26	80	4	110		4	4.5	13.7	0.7	18.9
	5	53	97	50	200		5	9.1	16.7	8.6	34.4
	6	7	189	53	249		6	1.2	32.5	9.1	42.8
					582						100.0

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## Summary of 2020 CYC Low Emission Taxi Grant Scheme

### CYC Taxi Grant Requirements

- Replacement vehicles eligible for the local CYC grant scheme need to be new, or under three years old at the point of sale. This means that all eligible vehicles will be a minimum of Euro 6 standard.
- To ensure compliance with state aid rules, vehicles eligible for the government's national plug-in grant, listed here: <https://www.gov.uk/plug-in-car-van-grants>, are not eligible to receive additional financial support through CYC's local grant scheme to assist with the purchase costs of the vehicle. Should drivers wish to purchase a vehicle listed on this website, CYC are able to offer financial support towards running costs (purchased and invoiced from an approved third party supplier). This will not exceed a total value of £3000.
- The replacement vehicle should be purchased from a local main dealership, where available
- Trade in vehicles must be over 5 years old
- To be eligible for CYC grant funding, the applicant must be a taxi driver licensed to work in York by City of York Council. The vehicle they are buying must be used as a taxi in York, with an intention to operate the vehicle in the city for a period greater than 12 months. Grant funded vehicles need to be presented for a minimum of 2 successive annual checks in York unless they are written off or the vehicle licence is surrendered.
- Replacement vehicle should meet all relevant City of York Council Taxi Licensing criteria

Proposed bandings are shown in the table below:

Vehicle type	AQ / Emissions Information	Indication of Government Plug in Grant Available (applicable to <u>new</u> vehicles only)	CYC Grant Available
Any vehicle (car, van, purpose built taxi etc.) eligible for the government's plug-in grant	See <a href="https://www.gov.uk/plug-in-car-van-grants">https://www.gov.uk/plug-in-car-van-grants</a> for eligibility criteria	See <a href="https://www.gov.uk/plug-in-car-van-grants">https://www.gov.uk/plug-in-car-van-grants</a> for eligible vehicles and associated grant levels.	Additional local grant fund of up to £3k to assist with vehicle running costs  (not available as an additional vehicle purchase price discount)
Euro 6 Petrol Hybrid / Plug-in Hybrid (vehicles not eligible for government's plug-in grant)	Must meet Euro 6 emission standard <u>and</u> have CO <sub>2</sub> emissions of less than 100g/km	No government grant available	20% of purchase price capped at £3k
Euro 6 Petrol or Diesel Wheelchair Accessible Vehicle	Must meet Euro 6 emission standard <u>and</u> Must be Air Index 'A' rated for NOx	No government grant available	15% of purchase price capped at £1.5k

Details of vehicles supported through the government grant can be found here:

<https://www.gov.uk/plug-in-car-van-grants>

The Air Index rating for a vehicle can be found at <https://airindex.com/search/>

The CO<sub>2</sub> rating can be found here: <https://carfueldata.vehicle-certification-agency.gov.uk/search-new-or-used-cars.aspx>



## Vehicle Types

Please note, all references are for illustration only.

Other vehicles may be available and prices/information are taken from internet research. There may be better deals available.

### 1. Electric Plug in vehicles (fully electric and plug in petrol hybrid).

These vehicles are purpose-built taxis and have CO2 emissions of less than 50g/km and can travel at least 112km (70 miles) without any emissions at all:

- Dynamo Taxi



Image of Dynamo Taxi (dynamotaxi.com)

The Dynamo taxi is 100% electric and comes with a side wheelchair access <https://www.dynamotaxi.com/why-dynamo/>. According to the website, the 'launch price' is £48k and a 'rapid charge' takes 40-60 minutes.

- LEVC TX



Image of LEVC TX (levc.com)

The LEVC TX is powered by a lithium-ion battery and features a petrol range extender to maintain the battery charge state. The battery always powers the motor and drives the vehicle. The range-extender acts as a backup generator and is only used to trickle-charge the battery to maintain its current state of charge. <https://www.levc.com/tx-electric-taxi/>

It can run in 3 different modes:

- 1) **Pure EV mode** - disables the range extender, using only electric power. This consumes no petrol and produces no emissions – a very effective option for inner-city driving. If the battery becomes depleted, an indicator advises the driver to select a different driving mode. This mode is only available when the battery has sufficient charge.
- 2) **Smart mode** - is the default operating mode which operates TX in the most efficient way by depleting the battery as much as possible before engaging the range extender. In this mode the vehicle intuitively activates the range extender as the battery charge decreases, particularly if driving at higher speeds where pure-electric propulsion is less efficient.
- 3) **Save mode** - in this mode the vehicle only uses the range extender so as to conserve the battery's charge at its current level. By using 'Save' mode, drivers with a commute to the city could reserve their battery energy for emission-free driving in the city.

There will still be some emission when using the range extender but if used properly the emissions from a TX should be much less than a normal petrol hybrid or a Euro 6 diesel taxi. It wouldn't be cost effective for a driver to use the save mode (range extender) for general driving around the city so hopefully that would be enough of a deterrent and ensure they were using it as intended (in pure EV or smart mode).

According to the website, a new LEVC TX costs around £56k or £754 per month for 84 months.

#### Other 'plug in' vehicles

The following vehicles are also now available to order but they will require a conversion to be wheelchair accessible:

EV wheelchair taxi based on Nissan eNV-200 Combi (100% electric).

<https://www.brotherwood.com/wheelchair-accessible-vehicles/electric-wheelchair-accessible-vehicle-nissan-env-200/>



Image of Nissan eNV-200 Combi (nissan.co.uk)

According to the Nissan website, a new eNV-200 costs around £30k. A rapid charge is 40-60 minutes.

EV wheelchair taxi based on RENAULT KANGOO Z.E. (100% electric)

<https://tripodmobility.com/en/products/wav-wheelchair-accessible-vehicles/electric-wav/>

Plug in hybrid (PHEV) wheelchair accessible Ford Tourneo (plug in petrol hybrid)

<https://www.cabdirect.com/car/ford-tourneo-custom-hybrid/>



Image of Tourneo Custom Hybrid (trustford.co.uk)

According to the Ford website, these vehicles new cost around £42k.

There are also a range of plug-in electric saloon vehicles which, under the recommended option, will be suitable as a private hire vehicle or a replacement for a hackney carriage (where the vehicle is already licensed as a saloon). An example would be a plug in Toyota Prius (below). There are some second hand versions of these vehicles available in the region of £25k or around £350 per month.



Image of a Toyota Prius (toyota.co.uk)

### Hybrid vehicle – Euro 6 examples

A hybrid car is a vehicle that typically combines a conventional combustion engine (usually petrol-powered) with an electric motor. There are various versions, but typically the petrol engine will charge the electric battery to enable the vehicle to drive on electric at low speeds around town. The car reverts to the petrol engine when the vehicle has lost its charge or at higher speeds.

There are a number of vehicle manufacturers making hybrid vehicles of this type including Toyota (Prius/Corolla), Kia Niro and Hyundai Ioniq. A brand new Hyundai Ioniq is available from around £22k.



Image of Hyundai Ioniq (Cargurus.com)

However, as hybrid petrol vehicles have been on the market for some years, there are vehicles available which are three to four years old and as such have depreciated in value. It is possible to buy a vehicle of this nature for £15-£18k – perhaps around £300 a month on finance - but these vehicles would be subject to a 7 year age limit! There are hybrid petrol hybrid BMW's available and the Ford Tourneo Custom for large multi-people carriers for those that prefer such vehicles.

#### Euro 6 Petrol and Diesel – Wheelchair accessible vehicles (WAV)

For drivers wanting to continue to run petrol or diesel vehicles, these would have to be Euro 6 and wheelchair accessible. They would also be subject to the 7 year age limit. New and nearly new wheelchair accessible vehicles are readily available from around £25k. Again research shows that there are vehicles 3-4 years old vehicles available for around £15k or less.



Image of Citroen Berlingo WAV (automotivegroup.co.uk)

**Consultation Responses**

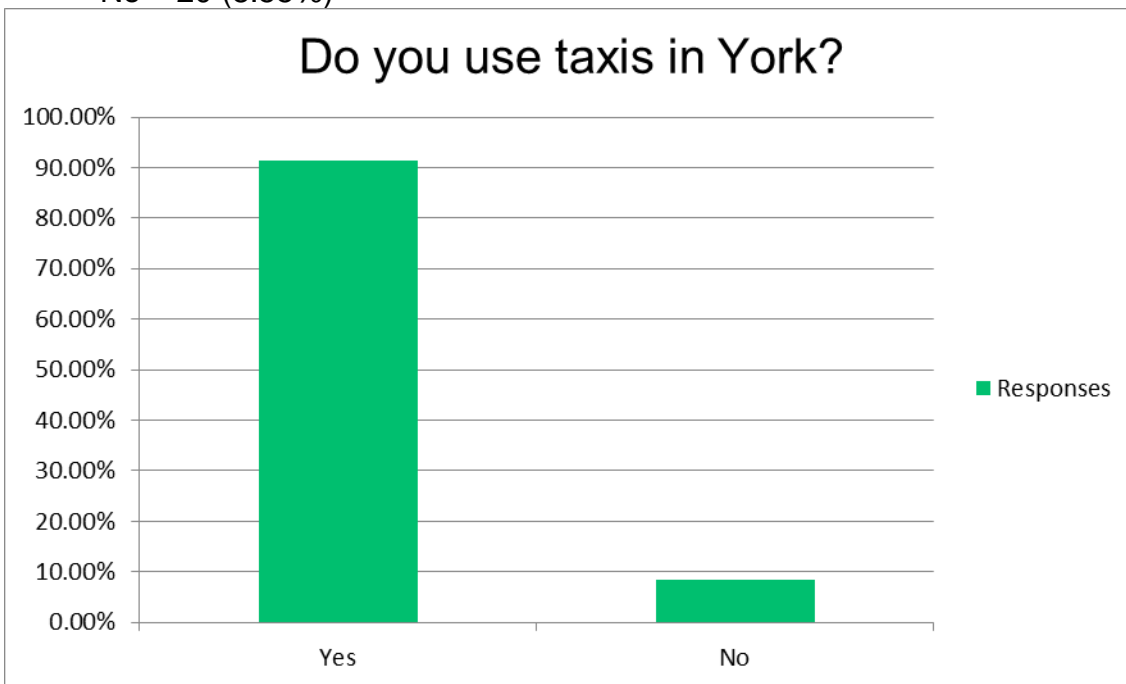
292 responses

York resident	58.3%
An employee of a York business	3.83%
A tourist	2.13%
A regular visitor to the city for business	2.55%
A regular visitor to the city for shopping/socialising	2.55%
A York licensed taxi driver or vehicle licence proprietor	16.6%
A York licensed private hire driver, vehicle licence proprietor or operator	13.19%
Other	0.85%

89.72% of respondents had a City or York authority area postcode

Do you use taxis in York? – 234 answered

- Yes – 214 (95.45%)
- No – 20 (8.55%)

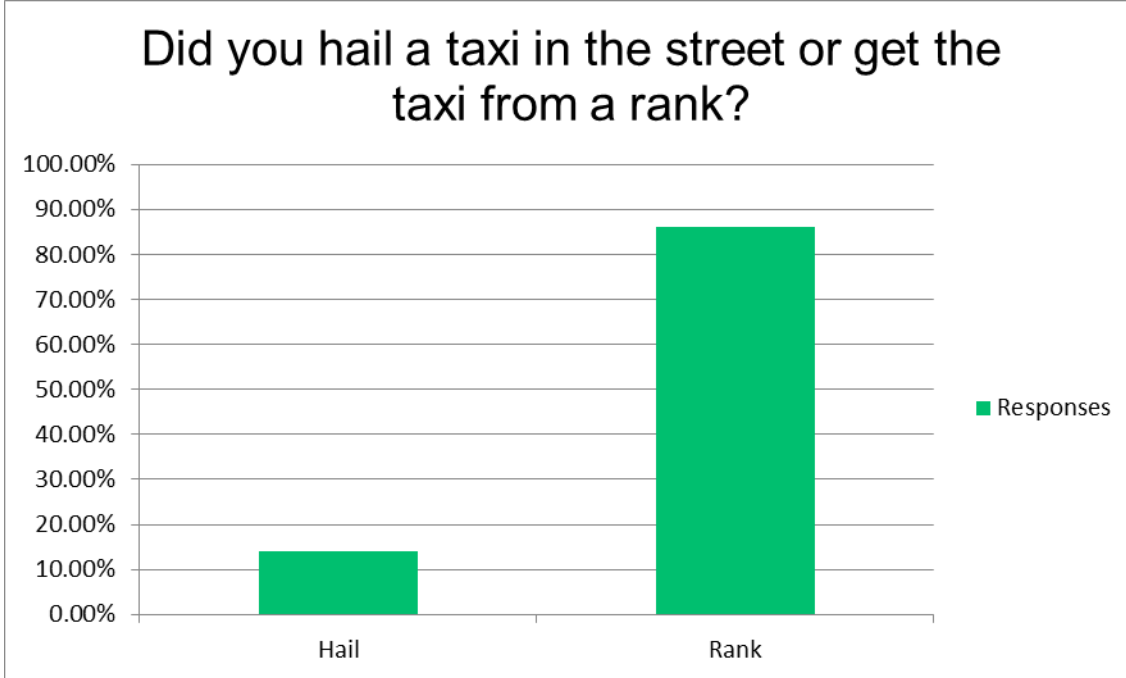


When did you last use a taxi in York? – 211 answered

- Everyone who answered had used a taxi in the last 12 months. 145 (68.72%) of these had used a taxi in the last two months.

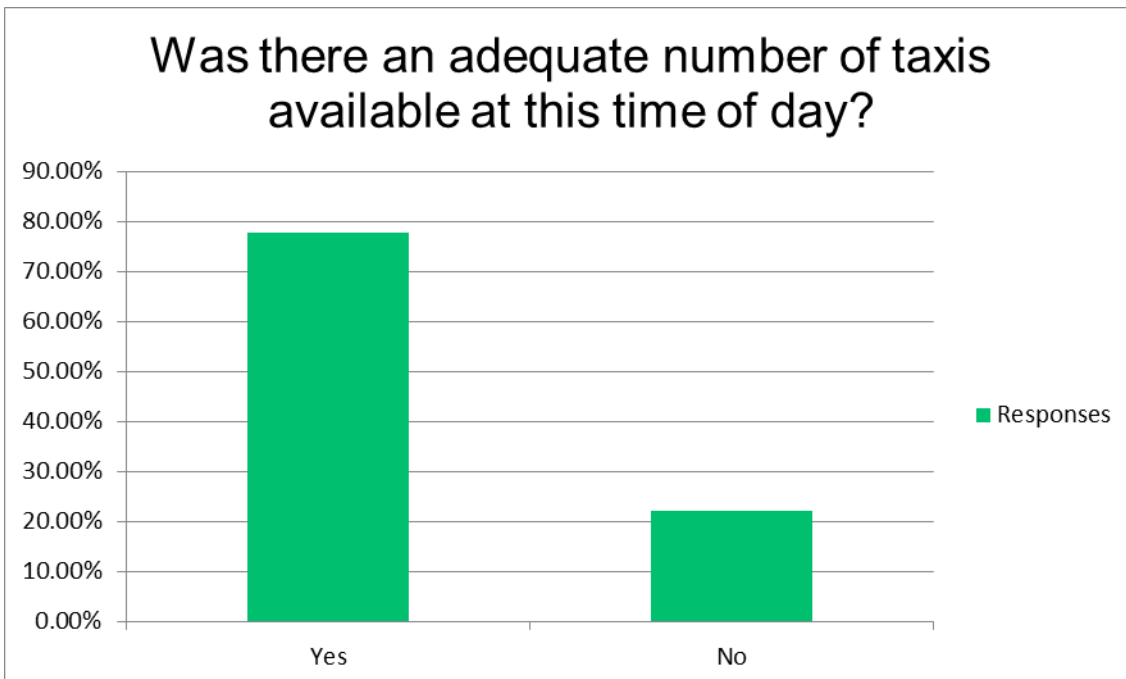
Did you hail a taxi in the street or get the taxi from a rank? – 207 answered

- Hailed – 29 (14.01%)
- Rank – 178 (85.99%)



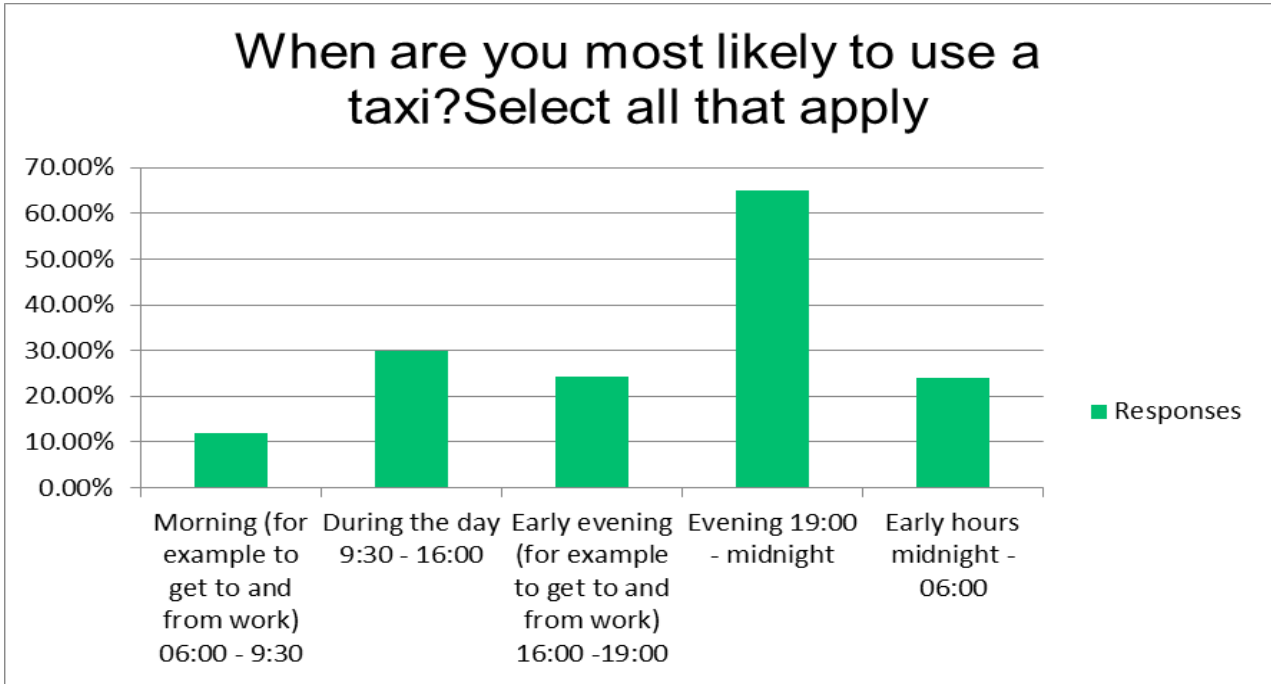
Was there an adequate number of taxi available at this time of day? – 216 answered

- Yes – 168 (77.78%)
- No – 48 (22.22%)



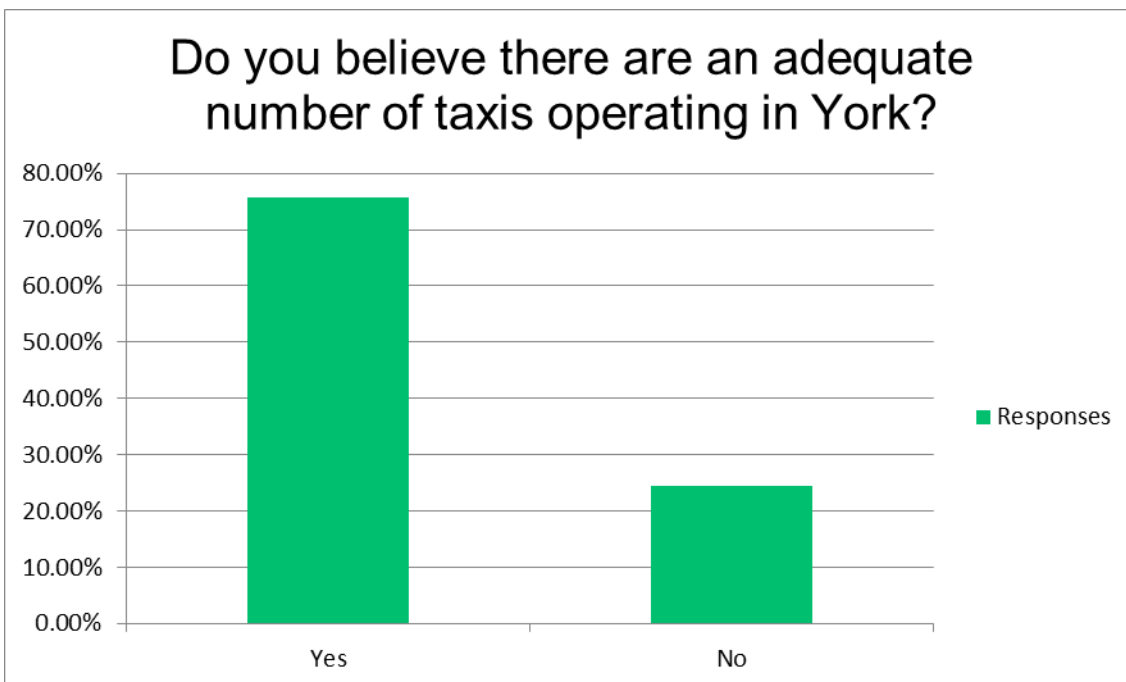
When are you most likely to use a taxi? – 217 answered

- Morning (for example to get to and from work) 06:00 – 9:30 26 (11.98%)
- During the day 9:30 – 16:00 65 (29.95%)
- Early evening (for example to get to and from work) 16:00 – 19:00 53 (24.42%)
- Evening 19:00 – midnight 141 (64.98%)
- Early hours midnight – 06:00 52 (23.96%)



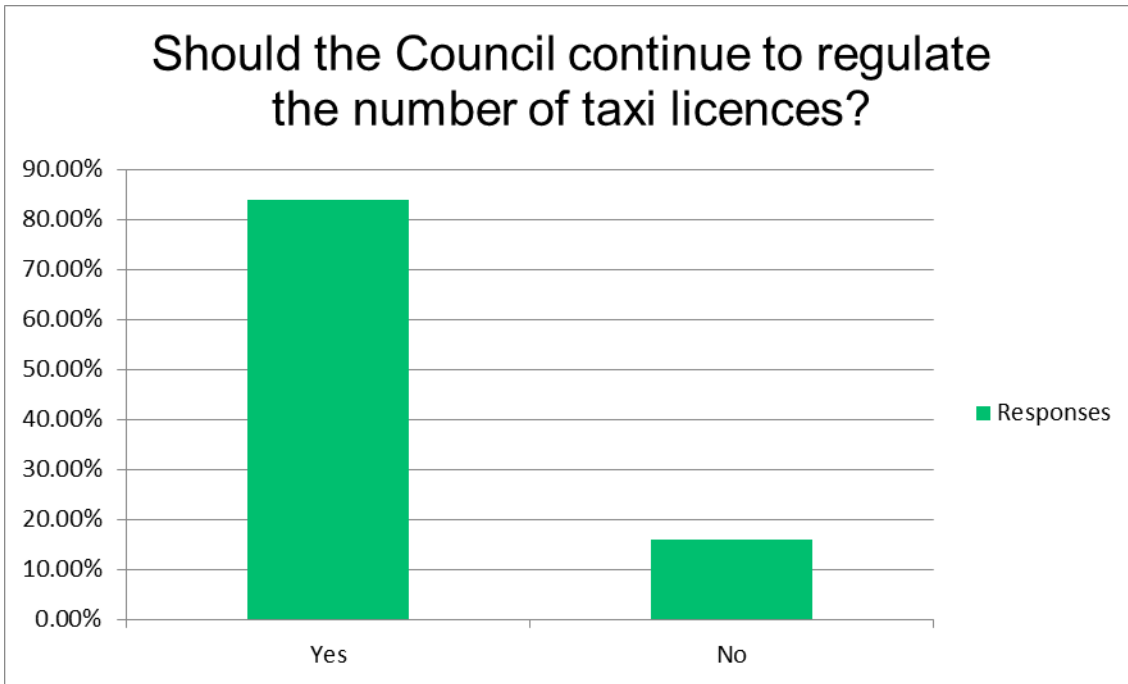
Do you believe there are an adequate number of taxis operating in York – 226 answered

- Yes – 171 (75.66%)
- No – 55 – (24.34%)



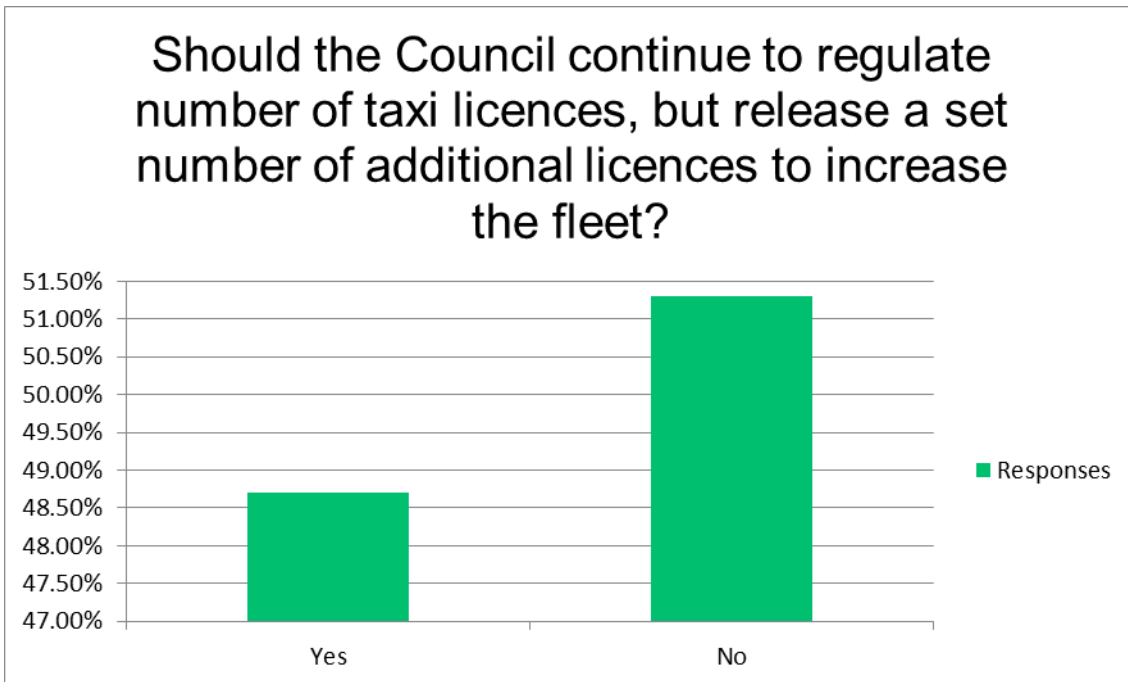
Should the council continue to regulate the number of taxi licences? – 231 answered

- Yes – 194 (83.98%)
- No – 37 (16.02%)



Should the council continue to regulate the number of taxi licences, but release a set number of additional licences to increase the fleet? – 193 answered

- Yes – 94 (48.7%)
- No – 99 (51.3%)







It is currently a requirement that licensed taxis and private hire vehicles meet the following European Standards:

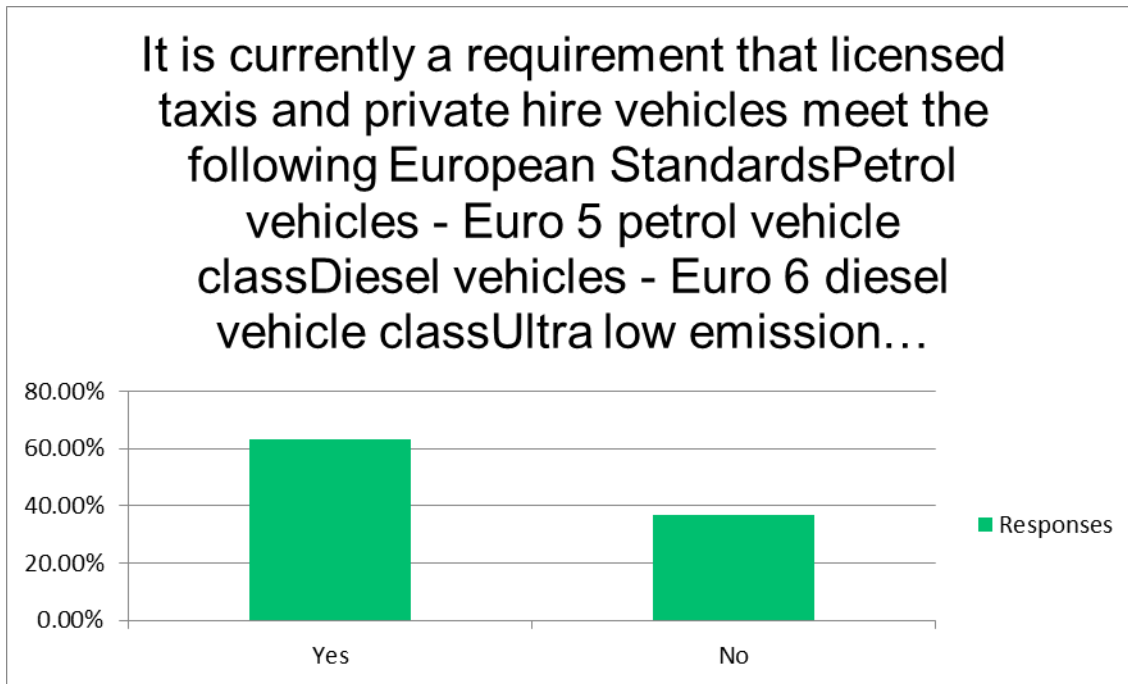
- Petrol vehicles – Euro 5
- Diesel vehicles – Euro 6
- Ultra low emission vehicles – defined as 75g CO2/KM and under

Taking into account air quality issues, do you believe the council should introduce the following requirements for existing taxi and private hire fleet? – 223 answered  
'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'

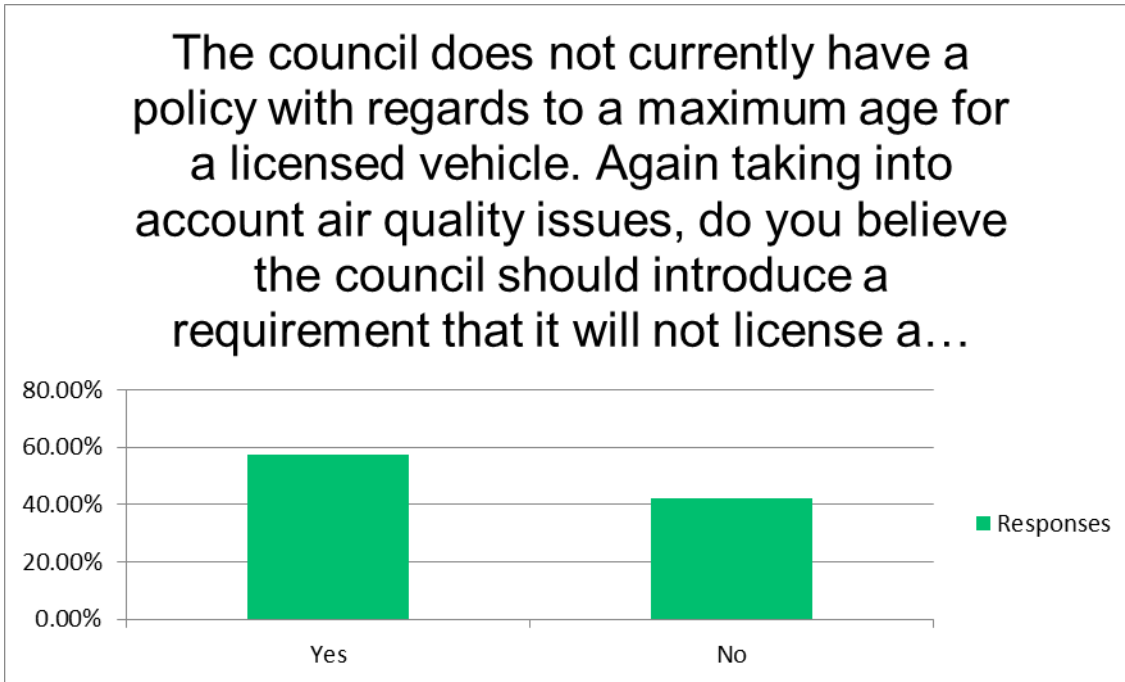
Yes – 141 (63.23%)

No – 82 (36.77%)



The council does not currently have a policy with regards to a maximum age for licensed vehicles. Again taking into account air quality issues, do you believe the council should introduce a requirement that it will not licence a vehicle above a certain age? – 224 answered

- Yes – 129 (57.59%)
- No – 95 (42.41%)

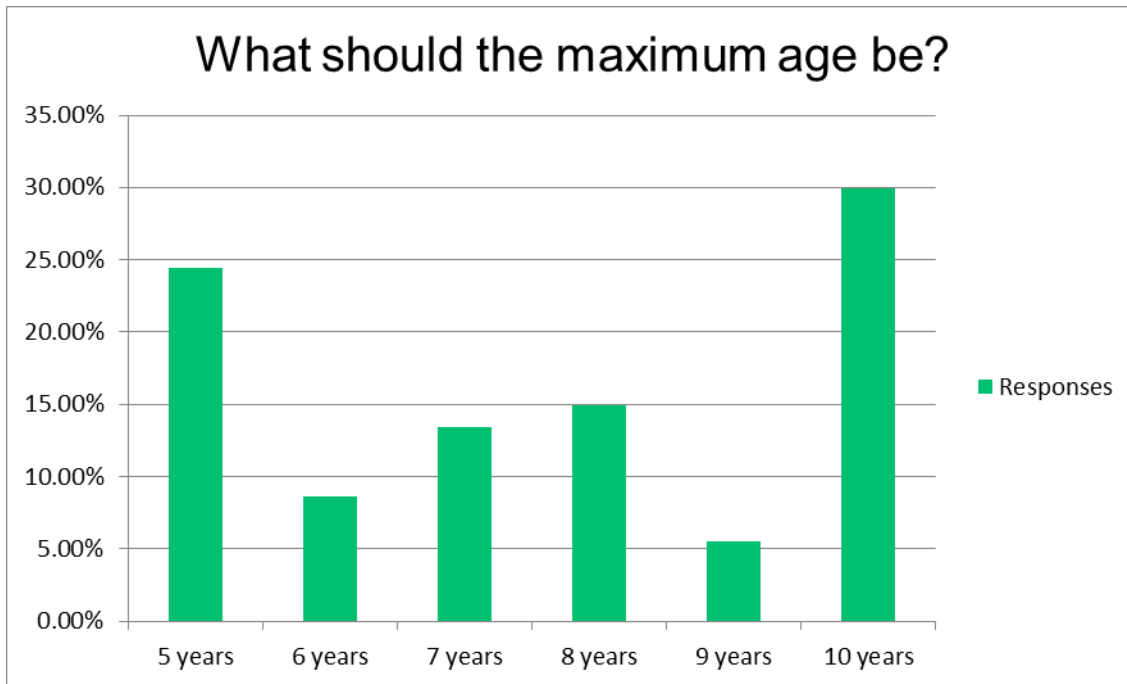


What should the maximum age be? – 127 answered

- 5 years      31 (24.41%)
- 6 years      11 (8.66%)
- 7 years      17 (13.39%)
- 8 years      19 (14.96%)
- 9 years      7 (5.51%)
- 10 years    38 (29.92%)
- Other        4 (3.15%)

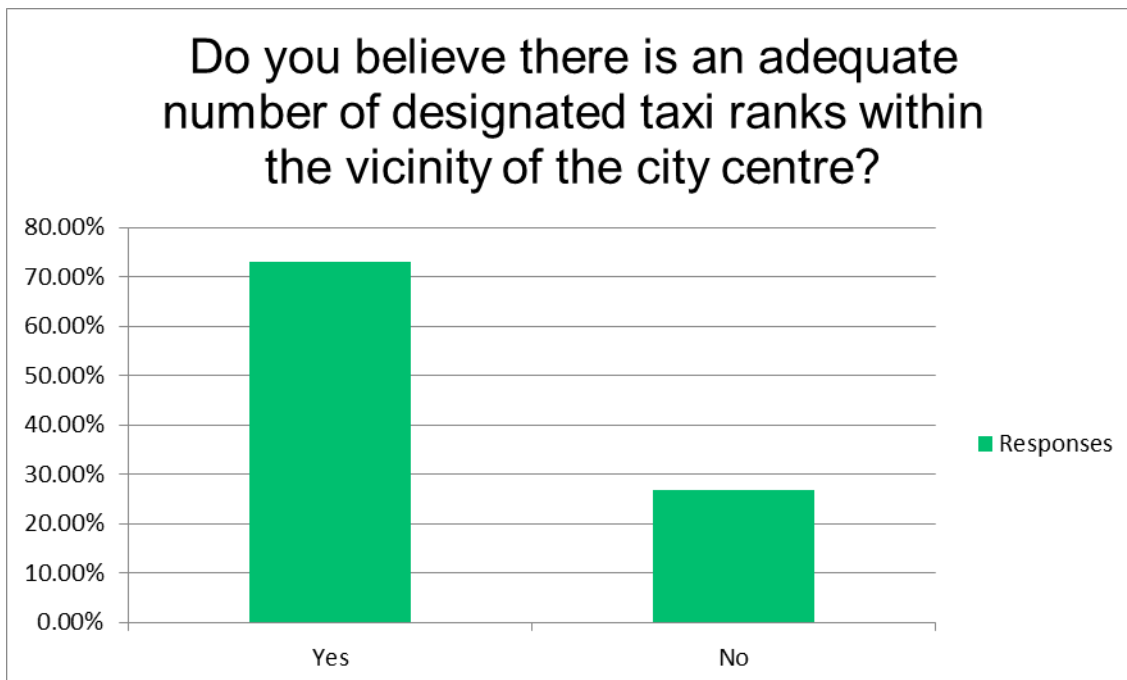
• Comments –

- 12 years
- I approve generally, but you need to be brand specific. An E Class Merc for example must be allowed a longer shelf life than say a Ford Mondeo. This reflects the quality of the vehicle and the investment by the owner/driver. Otherwise, you would downgrade the quality of the fleet by making prestige brands unaffordable and unsustainable.
- 15 years
- Depends on type of vehicle, make and model



Do you believe there is an adequate number of designated taxi ranks within the vicinity of the city centre? – 219 answered

- Yes – 160 (73.06%)
- No – 59 (26.94%)



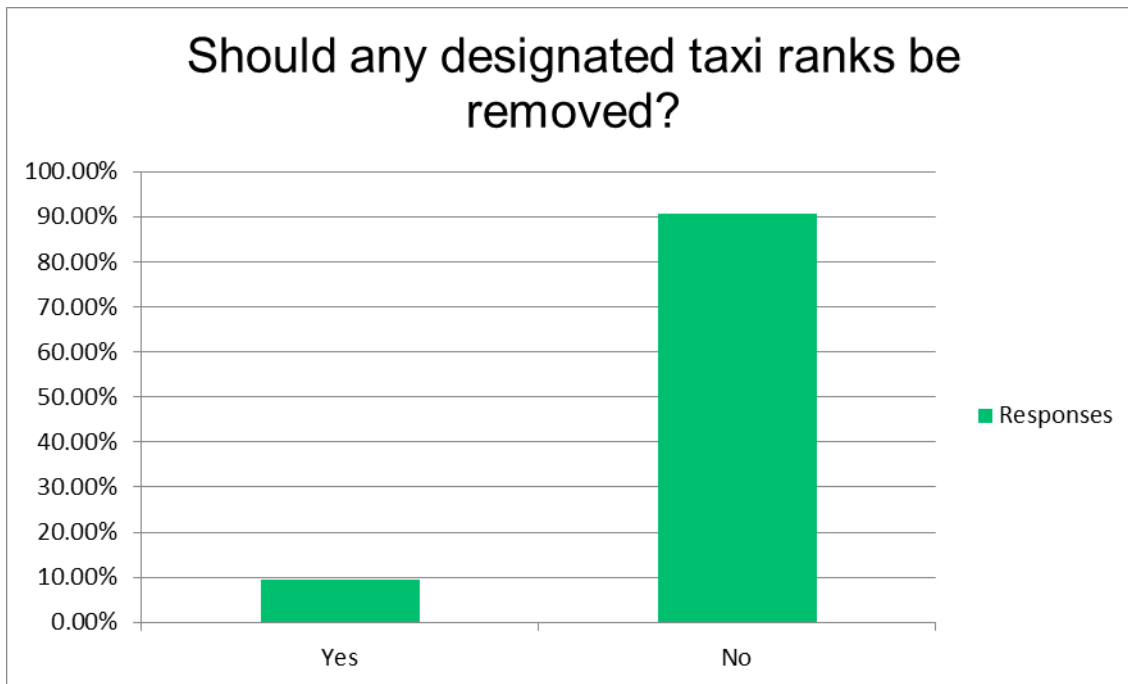
Where would you like to see additional taxi ranks? – 68 answered

<ul style="list-style-type: none"> <li>• Extend the rank on St Saviourgate</li> <li>• Town centre</li> <li>• Piccadilly</li> <li>• Rougier Street</li> <li>• Stonebow</li> <li>• Tower Street</li> <li>• St Leonards Square</li> <li>• Spurriergate</li> <li>• Exhibition Square</li> <li>• Parliament Street</li> <li>• Everywhere</li> <li>• City centre, out skirts</li> <li>• Requires a survey</li> <li>• Acomb</li> <li>• Extend Queen Street rank</li> <li>• Outside York train station</li> <li>• Parliament Street / Coney Street</li> <li>• Outside station from midnight to 06:00</li> <li>• Only two ranks in the city are used by divers and customers, if these two ranks get flooded with customers they walk to the station to use the private rank which is undercover. A proper part-time rank should be placed in the heart of the City of York Council</li> <li>• As was in the early 90s the two ranks that are used should have shelters and be well signed, these have neither and are therefore inadequate</li> <li>• Cannot currently park a taxi on St Sampsons Square due to car boots</li> <li>• Outskirts of city centre</li> <li>• No more</li> <li>• Heworth</li> <li>• Community Stadium</li> <li>• Nowhere</li> <li>• North Street</li> </ul>	<ul style="list-style-type: none"> <li>• Barbican, Piccadilly, somewhere near the station that isn't in the station</li> <li>• Davygate, Toft Green, Memorial Gardens</li> <li>• St Helen's Square</li> <li>• There is no signage to the taxi ranks and they should be lit up with a taxi sign at the beginning of the rank</li> <li>• Near the monument</li> <li>• St Sampsons Square</li> <li>• Foss Islands</li> <li>• Blake Street and Davygate</li> <li>• Walmgate</li> <li>• Micklegate</li> <li>• Clifford Street area for city centre access</li> <li>• Station rise at night to save walking to station</li> <li>• The Racecourse needs a permanent rank not only for race days but for when there are other events such as the beer and balloon festivals, to stop the private hire taxis picking up without being booked and then you would know that the taxi is actually regulated by the council. Also a public rank should be made outside the station which would help people get a taxi at busy times when Station Taxis don't have any available</li> <li>• They should be completely overhauled as most are unused. The council should enforce a limit on the numbers that may rank at St Saviourgate and Duncombe Place to force taxis to rank elsewhere. I recommend a use them or lose them policy. I would die of malnutrition before a taxi turned up in Clifton Moor. Out of town ranks are completely pointless</li> </ul>
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Should any designated taxi ranks be removed? – 211 answered

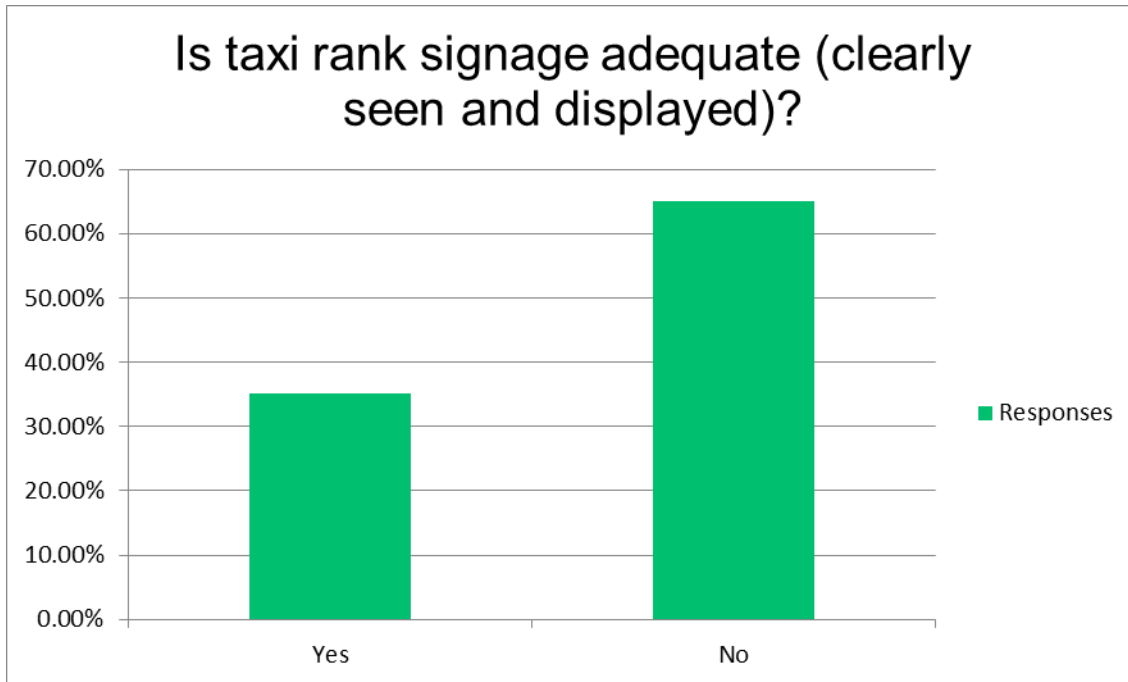
- Yes – 20 (9.48%)
- No – 191 (90.52%)
- Comments –

<ul style="list-style-type: none"><li>▪ The Crescent, Clifton Moor</li><li>▪ Tower Street, Hilton Hotel</li><li>▪ Duncombe Place</li><li>▪ Blossom Street</li><li>▪ The Crescent, Tower Street, Queen Street, Clifton Moor, Exhibition Square, St Sampsons Square</li><li>▪ Castlegate</li><li>▪ Rougier Street, Kuda (Clifford St)</li></ul>	<ul style="list-style-type: none"><li>▪ St Saviourgate</li><li>▪ Queen Street and The Crescent. Theses streets are perfectly well served by private hire offices</li><li>▪ Piccadilly, Micklegate, Tower Street, Toft Green – made into disabled parking where possible</li><li>▪ City centre ranks often do not have available taxis during the day</li></ul>
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Is taxi rank signage adequate (clearly seen and displayed)? – 214 answered

- Yes – 75 (35.05%)
- No – 139 (64.95%)



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