

### Principles

- 1) The number of licences should be determined on a systematic basis.
- 2) The figures representing operational performance, should be collected by an independent agency paid for by the Hackney Trade.
- 3) The analysis and recommendation on numbers should be made by an independent agency, paid for by the Hackney Trade.
- 4) The figures and consequent statistical analysis should be made available to Taxi Licensing and the Trade, prior to any recommendation to the Committee, allowing sufficient time for verification and/or interpretation.
- 5) The number of issued Licences should be the minimum to achieve the performance standard determined by the Committee.
- 6) New licenses should be phased in to minimise disruption to existing Hackney drivers.
- 7) The Committee should continually review the effect of new issues on the existing trade. (5 new licences could be 5 or 10 drivers, so the effect of increased vehicle licences is not directly forecastable)

### YTA Notes

- 1) A systematic/statistical basis will retain stability within the trade, allowing long term investment decisions (new, better vehicles) to be made secure in the knowledge of continuing on going business.
- 2) and 3) should be paid for by the trade via annual Licence fees. The independent agency(s) should be free from undue commercial or political pressure. Both Taxi Licensing and the Trade should agree the survey format e.g. survey hours should be extended from previous because of changed passenger activity following change to Licensing Law.
- 4) Allowing time to analyse figures would give greater credibility with trade.
- 5) Issuing the minimum number of Licences to achieve performance targets, minimises the pollution and congestion effects on the City.
- 6) and 7) Phasing and reviewing ensures that too many Licences aren't issued in error. Once issued they cannot be recalled. Maintains market stability.