

Date: Tuesday 8 August 2023 at Time Not Specified

Venue: Jim Cooke Conference Suite, Stockton Central Library, The Square, Stockton-on-Tees, TS18 1TU

Cllr Eileen Johnson (Chair)

Cllr Mick Moore
Cllr Diane Clarke OBE
Cllr Jason French
Cllr Elsi Hampton
Cllr Marilyn Surtees
Cllr Andrew Sherris
Cllr Hilary Vickers

Cllr Marc Besford
Cllr Robert Cook
Cllr Clare Gamble
Cllr Mrs Ann McCoy
Cllr Susan Scott
Cllr Hugo Stratton

AGENDA

1 Evacuation Procedure

2 Apologies for Absence

3 Declarations of Interest

4 Minutes

To approve the minutes of the last meeting held on XXX

5 VARIATION TO HACKNEY CARRIAGE TARIFFS (Pages 7 - 38)

**6 HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING
POLICY REVIEW** (Pages 39 - 58)

7 Exclusion of the Public

**8 Combined Hackney Carriage and Private Hire Driver
Application – 074134** (Pages 59 - 100)

**9 Combined Hackney Carriage and Private Hire Driver
Application – 066876** (Pages 101 - 246)

**10 Combined Hackney Carriage and Private Hire Driver –
112026** (Pages 247 - 344)

Members of the Public - Rights to Attend Meeting

With the exception of any item identified above as containing exempt or confidential information under the Local Government Act 1972 Section 100A(4), members of the public are entitled to attend this meeting and/or have access to the agenda papers.

Persons wishing to obtain any further information on this meeting, including the opportunities available for any member of the public to speak at the meeting; or for details of access to the meeting for disabled people, please

Contact: Sarah Whaley on email sarah.whaley@stockton.gov.uk

KEY - Declarable interests are:-

- Disclosable Pecuniary Interests (DPI's)
- Other Registerable Interests (ORI's)
- Non Registerable Interests (NRI's)

Members – Declaration of Interest Guidance



Table 1 - Disclosable Pecuniary Interests

Subject	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain
Sponsorship	Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract made between the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners (or a firm in which such person is a partner, or an incorporated body of which such person is a director* or a body that such person has a beneficial interest in the securities of*) and the council — (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land and property	Any beneficial interest in land which is within the area of the council. 'Land' excludes an easement, servitude, interest or right in or over land which does not give the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners (alone or jointly with another) a right to occupy or to receive income.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the council for a month or longer.
Corporate tenancies	Any tenancy where (to the councillor's knowledge)— (a) the landlord is the council; and (b) the tenant is a body that the councillor, or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners is a partner of or a director* of or has a beneficial interest in the securities* of.
Securities	Any beneficial interest in securities* of a body where— (a) that body (to the councillor's knowledge) has a place of business or land in the area of the council; and (b) either— (i) the total nominal value of the securities* exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the councillor, or his/ her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners have a beneficial interest exceeds one hundredth of the total issued share capital of that class.

* 'director' includes a member of the committee of management of an industrial and provident society.

* 'securities' means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

Table 2 – Other Registerable Interest

You must register as an Other Registrable Interest:

- a) any unpaid directorships
- b) any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority
- c) any body
 - (i) exercising functions of a public nature
 - (ii) directed to charitable purposes or
 - (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management

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AGENDA NO

OTHER LICENSING COMMITTEE

8 AUGUST 2023

**REPORT OF ASSISTANT DIRECTOR
COMMUNITY SAFETY AND REGULATED
SERVICES**

VARIATION TO HACKNEY CARRIAGE TARIFFS

SUMMARY

The purpose of this report is for Members to consider a proposal to vary the tariffs levied in respect of hackney carriage fares.

RECOMMENDATION

1. Members agree the proposed tariffs can be advertised as part of the statutory public consultation.
2. Members note if no objections are received the tariff is agreed and implemented the day after the 14 day public consultation ends.

DETAIL

1. Section 65 of The Local Government (Miscellaneous Provisions) Act 1976 provides for a District Council to fix the rates of fares for Hackney Carriage Vehicles (HCV). It may fix the fares on time as well as distance and any other charges that may be made in connection with the hiring of the vehicle. The relevant section is attached at **Appendix 1**.
2. The last variation to hackney carriage tariffs took place in April 2022. A formal request to vary the tariffs again has been made by members of the hackney carriage trade, including the Stockton Hackney Carriage Drivers Association (SHCDA). The request which includes the current hackney carriage tariffs for comparison is attached at **Appendix 2**.
3. The Licensing Service carried out an online public consultation which included all Council members and Responsible Authorities including the police. All members of the transport trade were sent information on and a link to the consultation in writing and via email.
4. The consultation and how to make comments was also advertised to the public on the Council website, via social media and library notice boards.
5. There were 105 responses to the consultation, full results can be found at **Appendix 3**. In summary:

Variation to Tariff 1

	Agree with proposed wording – 79%	Disagree proposed wording – 13%	Neither agree or disagree 7%
Combined driver	45	9	0
Hackney carriage driver	17	1	0
Private hire driver	8	2	3

Variation to Tariff 2

	Agree with proposed wording – 73%	Disagree proposed wording -15%	Neither agree or disagree – 11%
Combined driver	42	11	1
Hackney carriage driver	14	2	1
Private hire driver	10	1	4

Variation to Tariff 3

	Agree with proposed wording – 69%	Disagree proposed wording – 16%	Neither agree or disagree – 14%
Combined driver	37	10	7
Hackney carriage driver	11	4	1
Private hire driver	11	1	2

Introduction of Tariff 4

	Agree with proposed wording – 66%	Disagree proposed wording – 21%	Neither agree or disagree – 12%
Combined driver	37	11	6
Hackney carriage driver	11	6	0
Private hire driver	10	1	3

6. Variations to hackney carriage tariffs have taken place across the country. Tariffs in the Borough continue to be one of the lowest, ranked 333 out of 344 licensing authorities for a two mile journey. Comparison tables published in a trade monthly magazine are attached at **Appendix 4** and can be viewed fully online at: [PHTM July 2023 Issue 370 :: 68 \(yudu.com\)](https://www.yudu.com/PHTM/July-2023-Issue-370-68)
7. Members will be aware that any tariff set is the maximum that can be charged for a fare, driver are perfectly at liberty to charge less than the metered fare.
8. If Members are minded to agree the proposal to vary the tariffs, that decision will be subject to statutory consultation by way of an public notice advertisement in a local newspaper. After the 14 day consultation if no objections are received the tariff is agreed and implemented the following day.
9. In the event of objections there is a requirement that these be considered. If, after consideration of any objections, it is decided to vary the tariff then a further implementation date will be set.
10. The proposed variation to tariffs applies only to hackney carriages, as licensing authorities have no power to set fares for private hire vehicles.
11. After consultation and if the variation is implemented individual members of the Hackney Carriage trade will be informed via letter and a copy will be sent to the Stockton Hackney Carriage Driver Association. Changes will also be publicised on the trade Facebook page and via the Council website.

**Assistant Director Community Safety
And Regulated Services**

Contact Officer Name:

Telephone No.

Email Address:

Financial Implications:

Environmental Implications:

Legal Implications:

Community Safety Implications:

Human Rights Implications:

Background Papers:

Ward(s) and Ward Councillors:

Marc Stephenson

Leanne Maloney-Kelly

01642 526566

leanne.maloney-kelly@stockton.gov.uk

The Trade licensing fees are set locally.

Changes to the policy can support the Environmental Strategy.

If a person is aggrieved with the adoption of the Private Hire & Hackney Carriage Licensing Policy then they could challenge it by Judicial Review proceedings before the Administrative Court. A claimant must file a claim promptly, and in any event not later than three months after the first grounds arose. Any decision taken on the implementation of a new policy could be judicially reviewed within 10 weeks to the Administrative Court. The implementation and operation of the policy will be done in accordance with the legislation and associated guidance.

Control and regulation of the private hire and hackney carriage trade ensures the safety of the public and other road users.

None

Appendices

Not ward related

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THE LEGISLATION

Section 65 of the Local Government (Miscellaneous Provisions) Act 1976

- (1) A District Council may fix the rates or fares within the District as well for time as distance, and all other charges in connection with the hire of the vehicle or with the arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as a "table of fares") made or varied in accordance with the provisions of this section.
- (2)(a) When a District Council make or vary a table of fares they shall publish in at least one local newspaper circulating in the District a notice setting out the table of fares or the variation thereof and specifying the period, which shall not be less than 14 days from the date of the first publication of the notice, within which and the manner in which objections to the table of fares or variation can be made.
- (2)(b) A copy of the notice referred to in paragraph (a) of this subsection shall for the period of fourteen days from the date of the first publication thereof be deposited at the offices of the Council which published the notice, and shall at all reasonable hours be open to public inspection without payment.
- (3) If no objection to a table of fares or variation is duly made within the period specified in the notice referred to in subsection (2) of this section, or if all objections so made are withdrawn, the table of fares or variation shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever date is the later.
- (4) If objection is duly made as aforesaid and is not withdrawn, the District Council shall set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications as decided by them after consideration of the objections.
- (5) A table of fares made or varied under this section shall have effect for the purposes of the Act of 1847 as if it were included in hackney carriage byelaws there under.
- (6) On the coming into operation of the table of fares made by a Council under this section for the District, any hackney carriage byelaws fixing rates and fares or any table of fares previously made under this section for the District, as the case may be, shall cease to have effect.
- (7) Section 236(8) (except the words "when confirmed") and Section 238 of the Local Government Act 1972 (except paragraphs (c) and (d) of that section) shall extend and apply to a table of fares made or varied under this section by a District Council in England as they apply to byelaws made by a District Council in England.

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Tariff Proposal 2023 APPENDIX 2

2022 Tariff	2023 Proposal – For Consultation
<p>Tariff 1 Standard Fares (except for such periods as fall within Tariff 2 and Tariff 3)</p> <p>£3.00 First half mile or part 10p Each following 120 yards or part</p>	<p>Tariff 1 Standard Fares (except for such periods as fall within Tariff 2, 3 and 4)</p> <p>£3.50 First half mile or part 10p Each following 120 yards or part</p>
<p>Tariff 2 Fares between 22:00 – 06:00 all day on statutory Bank Holidays</p> <p>£3.50 First half mile or part 15p Each following 120 yards or part</p>	<p>Tariff 2 From 22:00 to 06:00 everyday and from 18:00 the day before and 06:00 the day after public holidays</p> <p>£3.80 First half mile or part 15p Each following 120 yards or part</p>
<p>Tariff 3 At all times when 5 or more passengers</p> <p>£4.00 First half mile or part 20p Each following 130 yards or part</p>	<p>Tariff 3 At all times when 5 or more passengers (except for such periods that fall within tariff 4)</p> <p>£4.50 First half mile or part 20p Each following 130 yards or part</p>
	<p>Tariff 4 Fares from 22:00 to 06:00 everyday when 5 or more passengers</p> <p>Fares all day on all public holidays when 5 or more passengers</p> <p>Fare from 18:00 to 00:00 the evening before all public holidays when 5 or more passengers</p> <p>£4.80 First half mile or part 25p Each following 130 yards or part</p>
<p>Extras £40.00 Soiling Charge 15p Waiting time, each period of 30 seconds or part 30p Luggage stored in boot or designated area (excluding wheelchairs or any other apparatus used to assist persons with a disability)</p>	<p>Extras £50.00 Soiling Charge 15p Waiting time, each period of 30 seconds or part 30p Luggage stored in boot or designated area (excluding wheelchairs or any other apparatus used to assist persons with a disability)</p>

SHCDA would like to seek a public consultation regarding a tariff increase due to the ongoing rise in living expenses. To help the trade keep a certain standard of living, we are proposing to increase the fares by 50 pence. The National Living Wage will increase to £10.42 as of April 1, 2023. In a time when many are experiencing increased strain from a rising cost of living, the proposed fare increase today would support the wages and living standards of the trade.

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CONSULTATION RESULTS APPENDIX 3

We have received requests from the trade to review the Private Hire & Hackney Carriage Licensing Policy and review Hackney Carriage vehicle tariffs, and we want your views on the proposed changes.

The policy was last reviewed in 2022 following a full public consultation which included all members of the trade.

A full copy of our current policy can be found at: www.stockton.gov.uk/article/1514/Introduction

Report Settings Summary

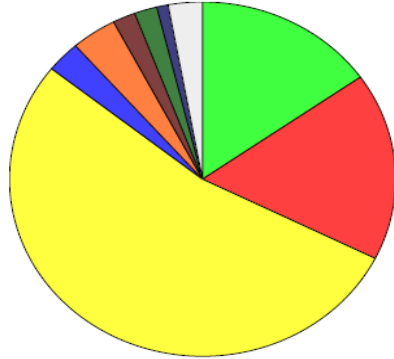
Event	Taxi and Private Hire Licensing Policy and Tariff Consultation
Total Responses	105
Total Respondents	1
Questions	All
Filter	<i>(none)</i>
Pivot	<i>(none)</i>
Document Name	
Created on	2023-07-24 08:05:33
Created by	Emel Bagdatlioglu

Table 4

Question 1

About you are you responding as a:

About you are you responding as a:



Question responses: 102 (97.14%)

	% Total	% Answer	Count
Licensed private hire driver	15.24%	15.69%	16
Licensed hackney carriage driver	17.14%	17.65%	18
Licensed combined driver	53.33%	54.90%	56
Licensing private hire operator	2.86%	2.94%	3
Licensed hackney carriage vehicle proprietor	3.81%	3.92%	4
Licensed private hire vehicle proprietor	1.90%	1.96%	2
Member of the public	1.90%	1.96%	2
Interested party please specify	0.95%	0.98%	1
Other please specify	0.00%	0.00%	0
[No Response]	2.86%	--	3
Total	100.00%	100.00%	105

Table .2

Table .1

If selected interested party or other, please specify

Question responses: 2 (1.90%)

If selected interested party or other, please specify

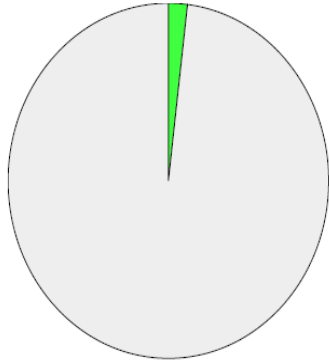


Table .1

	% Total	% Answer	Count
[Responses]	1.90%	100.00%	2
[No Response]	98.10%	--	103
Total	100.00%	100.00%	105

Table .2

Interested party please specify	Hackney driver need to have a taxi rank near to shopping area as our elderly customers use us as we are at the bottom the high street, also need big signs to specify were the ranks are
Interested party please specify	SBC Licensing

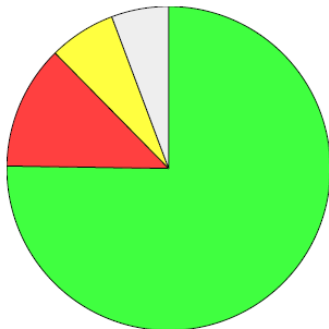
Question 3 - Tariff 1

<p>Current Tariff 1 Standard Fares (except for such periods as fall within Tariff 2 and Tariff 3) £3.00 First half mile or part 10p Each following 120 yards or part</p>
<p>Proposed Tariff 1 Standard Fares (except for such periods as fall within Tariff 2, 3 and 4) £3.50 First half mile or part 10p Each following 120 yards or part.</p>

Do you..

Question responses: 99 (94.29%)

Do you:



	% Total	% Answer	Count
Agree with the proposed wording	75.24%	79.80%	79
Disagree with the proposed wording	12.38%	13.13%	13
Neither Agree or Disagree	6.67%	7.07%	7
[No Response]	5.71%	--	6
Total	100.00%	100.00%	105

Table .2

Table .1

	Agree with proposed wording	Disagree with proposed wording	Neither agree or disagree
Combined driver	45	9	0
Hackney carriage driver	17	1	0
Private hire driver	8	2	3

Tell us why

Question responses: 26 (24.76%)

Tell us why

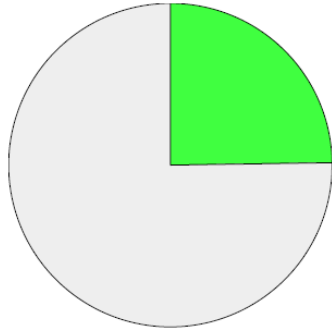


Table .1

	% Total	% Answer	Count
[Responses]	24.76%	100.00%	26
[No Response]	75.24%	--	79
Total	100.00%	100.00%	105

Table .2

About you are you responding as a:	Do you.. - Do you: Tariff 1	Tell us why
Licensed combined driver	Agree with the proposed wording	Â£3.30
Licensed combined driver	Agree with the proposed wording	I agree because majority of customers from the ranks donâ€™t go very far and after waiting for over an hour sometimes even 2 hours to get a customer itâ€™s fair we get a little bit more. Private hire companyâ€™s minimum charge is Â£4 as soon as you get in a car. So I think we are still being fair to the public by being 50p less
Licensed combined driver	Agree with the proposed wording	I agree because majority of customers from the ranks donâ€™t go very far and after waiting for over an hour sometimes even 2 hours to get a customer itâ€™s fair we get a little bit more. Private hire companyâ€™s minimum charge is Â£4 as soon as you get in a car. So I think we are still being fair to the public by being 50p less

Licensed combined driver	Agree with the proposed wording	I agree because majority of customers from the ranks don't go very far and after waiting for over an hour sometimes even 2 hours to get a customer it's fair we get a little bit more. Private hire company's minimum charge is £4 as soon as you get in a car. So I think we are still being fair to the public by being 50p less
Licensed combined driver	Disagree with the proposed wording	The 120yards should be increased inline with inflation. Fuel costs, tyre costs, maintenance have all gone up. Maybe this should be 10p per 100 yards.
Licensed combined driver	Disagree with the proposed wording	I think the starting tariff should be £4.00 and 15p each following. Especially when you consider the cost of fuel and cost of living.
Licensed combined driver	Disagree with the proposed wording	Proposed tariff should be £3.50 first half of mile or part 10p each following 100 yards or part Where as tariff two should be change the yards As you know stockton hackney is still cheapest in the country
Licensed combined driver	Agree with the proposed wording	I agree with the increase giving the costs associated with operating a taxi service in the current climate.
Licensed combined driver	Disagree with the proposed wording	I think the price increase is too high at the moment and will push customers away from Hackney to private hire.
Licensed combined driver	Disagree with the proposed wording	Currently prices are on a par with private hires this proposal will decimate rank work
Licensed combined driver	Disagree with the proposed wording	The trade has had an increase in the last year and to increase this tariff we deter a lot of day time economy public using HC vehicles on the rank as 60% of day time trade is elderly - oap and disabled groups that use HC vehicles on ranks, as it is a safer way for them to travel to reduce certain discrimination against them by certain individuals on public transport = Buses
Licensed combined driver	Agree with the proposed wording	Companies are charging minimum £4 so it's on fair if hackneys can charge £3.50
Licensed combined driver	Disagree with the proposed wording	I think the price increase is too high at the moment and will push customers away from Hackney to private hire.

Licensed combined driver	Disagree with the proposed wording	Currently prices are on a par with private hires this proposal will decimate rank work
Licensed hackney carriage driver	Disagree with the proposed wording	The fares are set as a very fair standard as of now and no increase necessary
Licensed hackney carriage driver	Agree with the proposed wording	Fares are too cheap for the cost of fuel and the price of replacement vehicles.
Licensed hackney carriage driver	Agree with the proposed wording	Sometimes you are sat on the rank for 45 minutes and somebody comes to go round the corner which means you have just worked an hour for Â£3.00 which is not right
Licensed hackney carriage driver	Agree with the proposed wording	My worry is that private hire firms will jump on this increase as a opportunity to keep their prices the same as they are now and put the hackney ranks out of business
Licensed hackney carriage vehicle proprietor	Agree with the proposed wording	this needs to be higher due to increased fuel and parts/ maintenance costs
Licensed private hire driver	Disagree with the proposed wording	Should be: Â£3.50 First half mile or part 15p Each following 120 yards or part.
Licensed private hire driver	Agree with the proposed wording	Fuel3 price went up spare parts tyres ita expensive
Licensed private hire driver	Disagree with the proposed wording	Don't know if your asking if I agree with just the wording or the proposed hike in fare. Is the extra 50p a done deal? I think that as fuel prices are coming down but the cost of living isn't I disagree at the minute to a proposed hike.
Licensing private hire operator	Neither Agree or Disagree	Not hackney so cannot agree to disagree . The higher the price goes up the less customers they will get.
Licensing private hire operator	Neither Agree or Disagree	I am a private hire operator and as such the more they charge the more customers will come to us
Member of the public	Neither Agree or Disagree	It will discourage people to get a taxi however it is good for the driver as they will make more money.
Member of the public	Disagree with the proposed wording	Price is high enough

Question 3 - Tariff 2

<p>Current Tariff 2 Fares between 22:00 – 06:00 all day on statutory Bank Holidays £3.50 First half mile or part 15p Each following 120 yards or part</p>
<p>Proposed Tariff 2 From 22:00 to 06:00 everyday and from 18:00 the day before until 06:00 the day after all public holidays £3.80 First half mile or part 15p Each following 120 yards or part</p>

Do you..

Question responses: 99 (94.29%)

Do you:

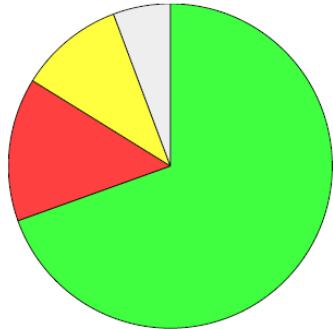


Table .1

	% Total	% Answer	Count
Agree with the proposed wording	69.52%	73.74%	73
Disagree with the proposed wording	14.29%	15.15%	15
Neither Agree or Disagree	10.48%	11.11%	11
[No Response]	5.71%	--	6
Total	100.00%	100.00%	105

Table .2

	Agree with proposed wording – 73%	Disagree with proposed wording – 15%	Neither agree or disagree – 11%
Combined driver	42	11	1
Hackney carriage driver	14	2	1
Private hire driver	10	1	4

Tell us why

Question responses: 20 (19.05%)

Tell us why

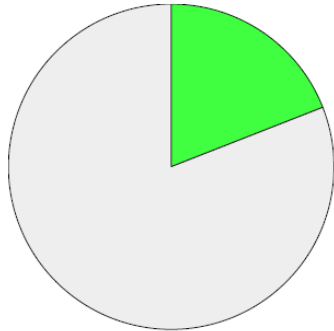


Table .1

	% Total	% Answer	Count
[Responses]	19.05%	100.00%	20
[No Response]	80.95%	--	85
Total	100.00%	100.00%	105

Table .2

About you are you responding as a:	Do you.. - Do you: Tariff 2	Tell us why
Licensed combined driver	Agree with the proposed wording	The drivers who work unsociable hours to make sure people get home safe deserve more money
Licensed combined driver	Agree with the proposed wording	The drivers who work unsociable hours to make sure people get home safe deserve more money
Licensed combined driver	Agree with the proposed wording	The drivers who work unsociable hours to make sure people get home safe deserve more money
Licensed combined driver	Disagree with the proposed wording	Needs to be higher for the per yard part
Licensed combined driver	Disagree with the proposed wording	Again this should increase as well.
Licensed combined driver	Disagree with the proposed wording	In my opinion Tariff2 should start with £4 and rest remain same.
Licensed combined driver	Disagree with the proposed wording	Its should be £4 first half or part and 15 p each 100 yards or parts

Licensed combined driver	Disagree with the proposed wording	Middlesbrough council Tariff 2 for HCV's is Â£4.20, why cant we have it at Â£4 ?
Licensed combined driver	Disagree with the proposed wording	Again I think the increase is to high at this time.
Licensed combined driver	Disagree with the proposed wording	This should never have been moved from midnight I would counter propose this was restored
Licensed combined driver	Disagree with the proposed wording	I am happy with the new proposed times changes proposed but not the increase in tariff price HC increase in price will deter public to use HC vehicles especially on night time economy and they will more likely book private hire vehicles
Licensed combined driver	Agree with the proposed wording	The drivers who are willing to work unsociable hours should get a little more
Licensed combined driver	Disagree with the proposed wording	Again I think the increase is to high at this time.
Licensed combined driver	Disagree with the proposed wording	This should never have been moved from midnight I would counter propose this was restored
Licensed hackney carriage driver	Disagree with the proposed wording	Any increase will kill the trade
Licensed hackney carriage driver	Agree with the proposed wording	Fares are too cheap as it stands.
Licensed hackney carriage vehicle proprietor	Agree with the proposed wording	this needs to be higher due to increased fuel and parts/ maintenance costs. the proposed tariff time needs to start at 18:00 every day to encourage more drivers to work on ranks
Licensed private hire driver	Disagree with the proposed wording	Should be Â£4.00 First half mile or part 20p Each following 120 yards or part.
Licensing private hire operator	Neither Agree or Disagree	I am a private hire operator and as such the more they charge the more customers will come to us
Member of the public	Disagree with the proposed wording	Price is high enough

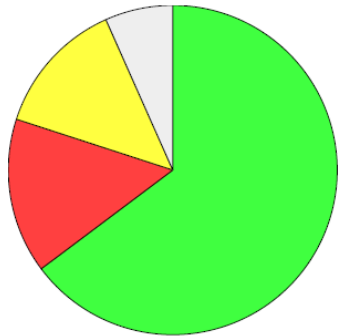
Question 4 - Tariff 3

<p>Current Tariff 3 At all times when 5 or more passengers £4.00 First half mile or part 20p Each following 130 yards or part</p>
<p>Proposed Tariff 3 At all times when 5 or more passengers (except for such periods that fall within tariff 4) £4.50 First half mile or part 20p Each following 130 yards or part</p>

Do you..

Question responses: **98 (93.33%)**

Do you:



	% Total	% Answer	Count
Agree with the proposed wording	64.76%	69.39%	68
Disagree with the proposed wording	15.24%	16.33%	16
Neither Agree or Disagree	13.33%	14.29%	14
[No Response]	6.67%	--	7
Total	100.00%	100.00%	105

Table .2

Table .1

	Agree with proposed wording	Disagree with proposed wording	Neither agree or disagree
Combined driver	37	10	7
Hackney carriage driver	11	4	1
Private hire driver	11	1	2

Tell us why

Question responses: 17 (16.19%)

Tell us why

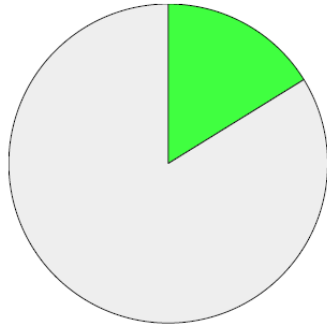


Table .1

	% Total	% Answer	Count
[Responses]	16.19%	100.00%	17
[No Response]	83.81%	--	88
Total	100.00%	100.00%	105

Table .2

About you are you responding as a:	Do you.. - Do you: Tariff 3	Tell us why
Licensed combined driver	Neither Agree or Disagree	Doesn't concern me
Licensed combined driver	Neither Agree or Disagree	Doesn't concern me
Licensed combined driver	Neither Agree or Disagree	Doesn't concern me
Licensed combined driver		Needs to higher on the per yard part
Licensed combined driver	Disagree with the proposed wording	It should be £4.50 And 20p each 100yards
Licensed combined driver	Agree with the proposed wording	I think this will be a great incentive for drivers with WAV's and 7 seater vehicles to work
Licensed combined driver	Disagree with the proposed wording	The rise is to high at this moment in time.
Licensed combined driver	Disagree with the proposed wording	Too many drivers are abusing tariff three after 10pm this needs changing back to the old format

Licensed combined driver	Disagree with the proposed wording	Disagree with any tariff increase of the above as a lot of disabled Groups use these vehicles and it is targeting vulnerable groups to charge extra for greed My proposal would be same tariff as normal up to 4 passengers and a Â£1 extra for each extra passenger Fare is Â£7:80 and there are six passengers in vehicle driver can only charge Â£2 extra Â£1 per passenger = Â£9:80
Licensed combined driver	Disagree with the proposed wording	The rise is to high at this moment in time.
Licensed combined driver	Disagree with the proposed wording	Too many drivers are abusing tariff three after 10pm this needs changing back to the old format
Licensed hackney carriage driver	Disagree with the proposed wording	No increase
Licensed hackney carriage driver	Disagree with the proposed wording	I know of some drivers in wav vehicles who are abusing tariff 3 so it shouldn't be there
Licensed hackney carriage driver	Disagree with the proposed wording	Tariff 3 should only be used over Bank Holidays, Christmas and New Year. It should not be used at any other time. In my experience when 5 or more passengers require a Taxi / Private Hire they ask for a fixed price.
Licensed private hire driver	Disagree with the proposed wording	Should be Â£5.00 First half mile or part 20p Each following 120 yards or part.
Licensing private hire operator	Neither Agree or Disagree	I am a private hire operator and as such the more they charge the more customers will come to us
Member of the public	Disagree with the proposed wording	Price is high while times are hard

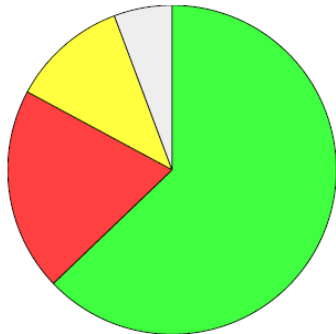
Question 5 - Tariff 4

<u>Current Wording: none</u>
<p>Proposed Tariff 4 From 22:00 to 06:00 everyday and from 18:00 the day before until 06:00 the day after all public holidays when 5 or more passengers £4.80 First half mile or part 25p Each following 130 yards or part</p>

Do you..

Question responses: 99 (94.29%)

Do you:



	% Total	% Answer	Count
Agree with the proposed wording	62.86%	66.67%	66
Disagree with the proposed wording	20.00%	21.21%	21
Neither Agree or Disagree	11.43%	12.12%	12
[No Response]	5.71%	--	6
Total	100.00%	100.00%	105

Table .2

Table .1

	Agree with proposed wording	Disagree with proposed wording	Neither agree or disagree
Combined driver	37	11	6
Hackney carriage driver	11	6	0
Private hire driver	10	1	3

Tell us why

Question responses: 13 (12.38%)

Tell us why

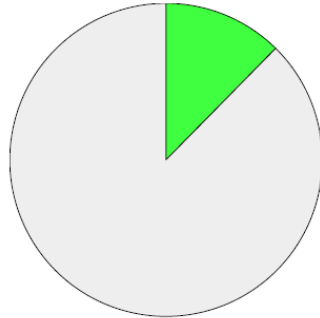


Table .1

	% Total	% Answer	Count
[Responses]	12.38%	100.00%	13
[No Response]	87.62%	--	92
Total	100.00%	100.00%	105

Table .2

About you are you responding as a:	Do you.. - Do you: Tariff 4	Tell us why
Licensed combined driver	Disagree with the proposed wording	Need to be higher for per yard part
Licensed combined driver	Agree with the proposed wording	I think this will be a great incentive for drivers with WAV's and 7 seater vehicles to work busy periods on weekends and bank holidays.
Licensed combined driver	Disagree with the proposed wording	The price is to high at the moment
Licensed combined driver	Disagree with the proposed wording	Disagree with tariff increase all vehicles have had a increase in the last year Tariff should stay as normal and whatever the meter price reads at the end of the journey driver can only charge Â£1 extra per extra passenger exceeding the 4 passengers allowance
Licensed combined driver	Disagree with the proposed wording	The price is to high at the moment

Licensed hackney carriage driver	Disagree with the proposed wording	No increase
Licensed hackney carriage driver	Disagree with the proposed wording	Because drivers are abusing tariff 3 so it will be even worse with tariff 4
Licensed hackney carriage driver	Disagree with the proposed wording	There is no need for another Tariff. Tariff 3 was always for Bank holidays ETC In my experience when 5 or more passengers require a Taxi / Private Hire they ask for a fixed price.
Licensed hackney carriage vehicle proprietor	Disagree with the proposed wording	Far too expensive
Licensed hackney carriage vehicle proprietor	Disagree with the proposed wording	this tariff change is bias to a small population of the fleet. All tariff regardless of passenger count should be equal. This is the benefit to the customer who may take advantage of the seat count at the same price
Licensed private hire driver	Disagree with the proposed wording	Should be: Â£5.50 First half mile or part 30p Each following 120 yards or part.
Licensing private hire operator	Neither Agree or Disagree	I am a private hire operator and as such the more they charge the more customers will come to us
Member of the public	Disagree with the proposed wording	Price is to high

Question 6

Please use this area to make any comments and make any further suggestions to the policy review

Question responses: 36 (34.29%)

Please use this area to make any comments and make any further suggestions to the policy review

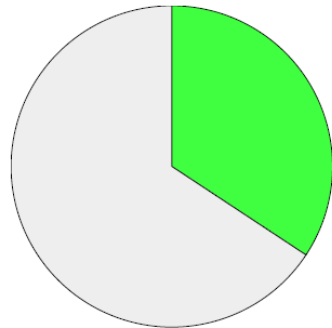


Table .1

	% Total	% Answer	Count
[Responses]	34.29%	100.00%	36
[No Response]	65.71%	--	69
Total	100.00%	100.00%	105

Table .2

About you are you responding as a:	Please use this area to make any comments and make any further suggestions to the policy review
Interested party please specify	Taking out the roof sign size specification Taking out fire extinguishers
Licensed combined driver	Hackney plates needs to stop as the current drivers are not making a living. The ranks are full of taxis but not many customers.
Licensed combined driver	I agree with the Tarrif proposal suggestion, also I would like for you guys to review allowing taxis to use bus lanes in the Stockton on tees area, as this will make the journey for driver and customer more quicker and will even save customer some costs taking the shorter routes if we are allowed through bus lanes. Thanks
Licensed combined driver	Hackney plates needs to stop as the current drivers are not making a living. The ranks are full of taxis but not many customers.
Licensed combined driver	Hackney plates needs to stop as the current drivers are not making a living. The ranks are full of taxis but not many customers.
Licensed combined driver	Please consider taxis to be allowed to use bus lanes in the area

Licensed combined driver	I agree with the Tarrif proposal suggestion, also I would like for you guys to review allowing taxis to use bus lanes in the Stockton on tees area, as this will make the journey for driver and customer more quicker and will even save customer some costs taking the shorter routes if we are allowed through bus lanes. Thanks
Licensed combined driver	We've been suffering for years, people are expecting price rises currently, let's use this time to make it fair and profitable to be a taxi driver again, otherwise you're going to see less people joining the profession.
Licensed combined driver	The council should not stop taking new applications for hackney carriage vehicle licences for saloon cars. Â Because once the council stops taking new applications for hackney carriage vehicles, Then the hackney plate vehicle owners will increase 2k to 3kÂ their hackney vehicle price just for the sake of the plate. It is very hard for the new licence holders to buy a hackney vehicle for work.Â
Licensed combined driver	I am for the new policy suggestion
Licensed combined driver	Please do some nationally statistics checks for hackney carriage tariff we are still very cheap taxi in the country While our expenses are same as all driver have in the country
Licensed combined driver	
Licensed combined driver	
Licensed combined driver	
Licensed combined driver	I think you need to look at neighboring councils and think about it carefully before proposing a change to the current HCV tariff.
Licensed combined driver	The trade is just surviving and customers will struggle to pay the higher price. This will lose trade over time.
Licensed combined driver	Currently the aforementioned proposals are submitted by a minority within the hcda which has only a third at best of overall members so does not represent the trade as a whole and the desire by the council to deal with this minority is baffling when they hold contact details for all licensed drivers this information should be shared via trade times rather than thru hcda contacts

Licensed combined driver	Stop all saloon hackney plates with immediate effect as there is no rank spaces available both daytime and night time economy No increase in any tariffs proposed as it will effect the HC trade with PH operator prices have been reduced to fall in to meet with petrol prices reduction Cost of living crisis will hit taxi trade hard as well as the interest rate increase and to increase any tariffs at this point could affect the trade severely Also the increase in tariffs we also affect the most vulnerable groups that rely on this trade to get home safely door to door these are the elderly - oap - disabled people and disability groups Trade members should also be allowed a trade representative to support them in any appointments or interviews with licensing, as questions can be misinterpreted or misleading and the driver may misunderstand the line of questioning and this could affect his badge and employment Point to consider it is hard for these drivers to have a legal representative with the costs on their earnings and this is why a trade representative is important for them - trust issues We have no quarrels with the interpreter also being present in the interview should the council seek they need one present at the time
Licensed combined driver	There isn't enough work for the current hackney drivers on the ranks. The free issue of hackneys plates should stop ASAP
Licensed combined driver	The trade is just surviving and customers will struggle to pay the higher price. This will lose trade over time.
Licensed combined driver	Currently the aforementioned proposals are submitted by a minority within the hcda which has only a third at best of overall members so does not represent the trade as a whole and the desire by the council to deal with this minority is baffling when they hold contact details for all licensed drivers this information should be shared via trade times rather than thru hcda contacts
Licensed combined driver	I am agreeing with proposed policies thanks
Licensed combined driver	Im agreeing with purpose
Licensed hackney carriage driver	We should encourage more wheelchair vehicles by giving them good schools runs its middlesbrough vehicles doing our jobs
Licensed hackney carriage driver	Please consider the future of the trade as any changes will be damaging
Licensed hackney carriage driver	Our fares are too cheap, the cost of fuel puts a big impact on our wages. And replacement vehicles are £20.000 upwards. You say you want more wheelchair access vehicles, hybrid or electric and at the cost of £30.000 - 50.000 its impossible on our low wages. Without helping with some kind of funding or loans its simply impossible. Same applies for replacement cars. Most drivers are still paying finance when the cars hit the age limit to be removed. Upper age limit should be removed on all cars. if The taxi test determine them fit for purpose then they should be allowed to remain. If nothing is changed then stockton on tees will remain covered with Wolverhampton plated cars as it is now with them having way less rules regarding age. Euro 5 or 6 should be used instead of an upper age. Graeme swinburne hcv 1471.

Licensed hackney carriage driver	I think all private hire firms should have a minimum set rate, minimum fare Â£4, this way hackneys on the ranks will not be worries too much about losing regular customers from the ranks to private hire firms
Licensed hackney carriage driver	Add 50p tariff 1 only. Stop issue more hackney plates not enough Ranks for taxis.
Licensed hackney carriage driver	The Taxi rank in Stockton high street should be increased to hold more hackney Cars. The taxi rank outside the Arc should be enforced so less able passengers can get home easier. should make the Taxi Tariffs simple for customers to understand. The fees for all aspects of licensing and renewals be reviewed comparable to other local authorities. Published accounts and breakdown on how each service costs.
Licensed private hire driver	I would like a policy to prioritise sitting of passengers in the back seats as a Health@Safety precaution. Many passengers like to sit in the front passenger seat, particularly the elderly passengers, who are precisely the problem. Elderly people like to talk and as they don't have all their front teeth, while they talk sat in the front passenger seat; they spray saliva through their teeth on the driver's left arm. This was particularly repugnant to tolerate in the times of COVID-19. And it also feels repugnant when picking up patients from the hospitals and they want to sit in the front.
Licensed private hire driver	I don't understand the WAV hackney policy. It seems like new applicants must have a WAV to be considered, but existing plate holders can replace like for like. This seems unfair to new applicants and also doesn't make any sense if the aim is to get morr WAVs. WAVs are typically more expensive to buy, more expensive to maintain, not as pleasant to ride in, may have compromised passenger and/or luggage space and have an extremely limited choice of vehicle. New applicants are therefore put at an immediate disadvantage to existing plate holders. It's not like WAV work is even more lucrative - it's less lucratve due to the time involved and more strenuous. For fairness and maximum inclusivity all hackneys should be made to be WAVs
Licensed private hire driver	Taxi operators and dispacers to Raisist against drivers Dispacers not licensed or under age
Licensed private hire driver	The wording needs to be straight forward and easy to understand .The problem sometimes is the wording is over complicated and difficult to understand .
Licensed private hire vehicle proprietor	I would suggest the Licensing Team to pay more attention to the cars used to transport passengers in terms of their safety, as well as their maintenance in good conditions. As we know together, there are vehicles do not meet these conditions but continue to run on the streets, even endangering the safety of passengers and when it comes about a new model that needs to be licensed, the Council does not take into account all aspects.
Licensing private hire operator	You need to update the private hire licensing policy in relation to seat sizes of the rear seats. Which is more paramount safety of comfort ?

Licensing private hire operator	<p>The policy as a whole needs a complete review. The policy at present is old and archaic and needs to be updated to present times. I have a vehicle that is 5 STAR EURO ENCAP Rated for 5 people travelling within. Euro ENCAP is an independant, non profit, organisation which is widely recognised by the motor industry and road safety professionals as providing motorists with objective information on the crash safety of passenger cars. The 1-5 star rating helps consumers compare the safety potential of different models and is based on the assessment in four important areas, Adult Occupant Protection for the driver and the passengers, Child Occupant Protection, Vunerable Road User Protection and Safety Assist which evaluates driver assistance and occupant status (eg seat belt reminders and driver monitoring technologies. The Department of Transport considers that licensing authorities should take a pragmatic (dealing with things sensibly and realistically in a way that is based on practical rather than theoretical considerations). approach to licensing, taking account of the underlying objective of Licensing- SAFETY. Now thats the Department of Transport making the recommendation as a Best Practice Guidance For Licensing Authorities in England, EURO NCAP Speaks for itself in respect of safety. Every surrounding local council has already adopted to these best practices, apart from Stockton Borough Council. The vehicle is at present only licensed for 3 passengers when it has a 5 star Euro ENCAP Rating for 4 plus the driver. But because you have a old archaic policy that the rear seats must be 44cm for each passenger for comfort, all that the Department of Transport recommends, Euro NCAP 5 Star rating for safety for the passengers, cyclists and pedestrians and child occupant status. All seems to be very well ignored due to an old policy still in place. As i mentioned before the whole policy needs to be updated. Sean Dixon Infiniti Cars 07762981485</p>
Member of the public	Public struggling with high mortgages etc not the time to increase
	Need to have use off bus lanes,yu have increased the new taxis and we dont have any enough taxi space as u have increased the taxis in stockton on Tees
	No comment.

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NATIONAL HACKNEY CARRIAGE FARE TABLE APPENDIX 4

THE NATIONAL HACKNEY FARES TABLE

JULY 2023

NATIONAL AVERAGE 2 MILE HACKNEY FARE TARIFF ONE IS NOW £7.15

Table showing fare increases from 2015 to 2023. Includes categories like 'RISE IN 2023', 'RISE IN 2021', 'RISE IN 2020', etc.

UPDATED DAILY www.pht.co.uk

TARIFF ONE 2 MILE FARE COUNCIL table listing councils and their respective fares, starting with LONDON (HEATHROW) at £14.20 and ending with LEEDS at £8.40.

TARIFF ONE 2 MILE FARE COUNCIL table listing councils from MID SUSSEX to WYEMOUTH & PORTLAND, with fares ranging from £8.40 to £7.60.

TARIFF ONE 2 MILE FARE COUNCIL table listing councils from WINCHESTER to BABERGH, with fares ranging from £7.60 to £7.00.

TARIFF ONE 2 MILE FARE COUNCIL table listing councils from BRISTOL to ABERDEEN CITY, with fares ranging from £7.00 to £6.60.

TARIFF ONE 2 MILE FARE COUNCIL table listing councils from CANNOCK CHASE to CLACKMANNAN, with fares ranging from £6.60 to £4.40.

TARIFF ONE 2 MILE FARE COUNCIL table listing councils from SCOTTISH BORDERS to WEST DEVON, with fares ranging from £6.05 to £.

253	MID SUFFOLK	£6.40
254	NORTH AYRSHIRE	£6.40
255	NORTHUMBERLAND	£6.40
256	WEST LINDSEY	£6.40
257	WYRE	£6.38
258	WARRINGTON	£6.35
259	PERTH & KINROSS	£6.33
260	ANGLESEY	£6.30
261	BARNSELY	£6.30
262	CLYDEBANK	£6.30
263	DARLINGTON	£6.30
264	SOUTH HOLLAND	£6.30
265	SOUTH RIBBLE	£6.30
266	REDDITCH	£6.25
267	THANET	£6.21
268	CHORLEY	£6.20
269	COPELAND	£6.20
270	EAST SUFFOLK (SOUTH)	£6.20
271	FALKIRK	£6.20
272	FENLAND	£6.20
273	NEWCASTLE-UPON-TYNE	£6.20
274	SPELTHORNE	£6.20
275	WYCHAVON	£6.20
276	RENFREWSHIRE	£6.15
277	WYRE FOREST	£6.14
278	BRADFORD	£6.10
279	CLACKMANNAN	£6.10

318	STIRLING	£5.70
319	ASHFIELD	£5.60
320	NORTH LANARKSHIRE	£5.60
321	S.LANARKSHIRE (HAMILTON)	£5.60
322	WREXHAM	£5.60
323	NEWCASTLE-UNDER-LYME	£5.55
324	INVERCLYDE	£5.54
325	EPPING FOREST	£5.50
326	REDCAR & CLEVELAND	£5.50
327	ROCHDALE	£5.50
328	HARTLEPOOL	£5.40
329	SOUTH KESTIVEN	£5.30
330	STAFFS MOORLANDS	£5.20
331	WEST LANCASHIRE	£5.20
332	SOUTH STAFFORDSHIRE	£5.10
333	STOCKTON ON TEES	£5.10
334	CHERWELL	£5.08
335	BURNLEY	£5.00
336	ROSSENDALE	£5.00
337	MIDDLESBROUGH	£4.90
338	BOLSOVER	£4.60
339	OADBY & WIGSTON	£4.40
340	PENDLE	£4.40
341	MALDON	£
342	RUTLAND	£
343	SOUTH DERBYSHIRE	£
344	WEST DEVON	£

AGENDA NO

OTHER LICENSING COMMITTEE

8 AUGUST 2023

**REPORT OF ASSISTANT DIRECTOR
COMMUNITY SERVICES AND REGULATED
ELECTORAL SERVICES**

PRIVATE HIRE AND HACKNEY CARRIAGE LICENSING POLICY REVIEW

SUMMARY

The purpose of this report is to update Members on a recent private hire and hackney carriage policy consultation which was carried out at the request of the transport trade.

RECOMMENDATION

1. That Members note the contents of the report.
2. That Members comments are received on proposed changes

Detail

1. The current private hire & hackney carriage licensing policy was approved in 2022. A copy of the current policy document can be found at: www.stockton.gov.uk/article/1514/Introduction
2. The current licensing regime provides a framework to licence drivers, vehicles and operators. Current numbers and comparison can be found below:

Licensed Drivers/Vehicles/Operators	June 2023	June 2022	Difference
Private Hire Drivers	272	318	-46
Hackney Carriage Drivers	32	34	-2
Combined Drivers	419	380	+39
Hackney Carriage Saloon	291	257	+34
Hackney Carriage Wheelchair	14	14	0
Private Hire Saloon	330	339	-9
Private Hire Wheelchair	3	2	-1
Private Hire Operators	21	24	-3

3. It is vital to review policies to reflect changes in the industry both nationally and locally. The effectiveness of the hackney carriage and private hire licensing regime depends on licensing authorities to acknowledge and manage changes to ensure that, alongside the benefits being achieved, any negatives are minimised for passengers, the trade, and wider communities.

4. Members of the licensed trade have made a request to amend the current policy to reintroduce specifications on all new hackney carriage vehicle applications, background information on the request is attached as **Appendix 1**.
5. The Licensing Service carried out a public consultation which included all Council members and Responsible Authorities including the police. All members of the transport trade were sent a link to the consultation in writing and via direct email.
6. The consultation and how to make comments was also advertised on the Council website, via social media and library notice boards.
7. There were 105 responses to the consultation, full results can be found at **Appendix 2**. In summary the proposed policy wording was supported:

	Agree with proposed wording – 69%	Disagree proposed wording 15%	Neither agree or disagree – 15%
Combined driver	44	7	5
Hackney carriage driver	13	3	2
Private hire driver	7	2	6

8. If approved the policy wording would change and any applications for new hackney carriage vehicles would need to be wheelchair accessible., existing hackney carriage vehicles would still be able to be replaced like for like.

<p>Current Wording</p> <p>Wheelchair Accessible Vehicles (WAV) WAV's that are currently licensed may be replaced with a like for like vehicle e.g. another WAV that complies with current policy.</p> <p>Departure from policy in exceptional circumstances e.g. medical grounds will be considered on a case by case basis.</p> <p>The hackney carriage and private hire trade will continue to be encouraged to licence a proportion of their fleet as Wheelchair Accessible Vehicles.</p>
<p>Proposed Wording</p> <p>All new applications for hackney carriage vehicle licences are required to be wheelchair accessible vehicles.</p> <p>Hackney carriage vehicles which are currently licensed may be replaced with a like for like vehicle e.g.</p> <ul style="list-style-type: none"> • WAVs maybe replaced with another WAV which complies with current Policy. • Saloons (5 seats) may be replaced with another Saloon which complies with current Policy • MPVs (more than 5 seats) may be replaced with another MPV which complies with current Policy <p>The private hire trade will continue to be encouraged to licence a proportion of their fleet as Wheelchair Accessible Vehicles.</p>

9. A full review of the policy is expected later this year or early next year, after the publication of the Department for Transport's Best Practice Guidance document, which was consulted on in 2022 and was expected in Spring 2023.

10. Next Steps – summary of the consultation and any further licensing committee comments will be considered by Cabinet and full Council any changes agreed would come in to effect after these meetings.
11. If revised, the trade will be informed of the new policy via email and via private hire operators and the SHCDA. Changes will also be publicised on the trade Facebook page and via the Council website. In addition the policy changes will be added to future trade meeting agendas.
12. Members of the trade who responded to the consultation and expressed an interest in attending the committee meeting and provided contact details have been invited to today's meeting.

**Assistant Director Community Safety
& Regulated Services**

Contact Officer Name:

Telephone No.

Email Address:

Financial Implications :

Environmental Implications :

Legal Implications:

Marc Stephenson

Leanne Maloney-Kelly

01642 526566

leanne.maloney-kelly@stockton.gov.uk

The Trade licensing fees are set locally.

Changes to the policy can support the Environmental strategy.

If a person is aggrieved with the adoption of the Private Hire & Hackney Carriage Licensing Policy then they could challenge it by Judicial Review proceedings before the Administrative Court. A claimant must file a claim promptly, and in any event not later than three months after the first grounds arose. Any decision taken on the implementation of a new policy could be judicially reviewed within 10 weeks to the Administrative Court. The implementation and operation of the policy will be done in accordance with the legislation and associated guidance.

Community Safety Implications:

Control and regulation of the private hire and hackney carriage trade ensures the safety of the public and other road users.

Human Rights Implications:

None

Background Papers:

Appendices

Ward(s) and Ward Councillors:

Not ward related

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APPENDIX 1

Background

In November 2022 the trade suggested several changes to the current transport policy, which were considered as part of a full public consultation including all members of the trade, changes to policy approved included:

- Removal of age / emissions restrictions for all new and existing wheelchair accessible, hybrid and electric vehicles
- Changes to wording around window tints
- Annual refresher training for existing drivers
- Removal of vehicle specification for new Hackney Carriage vehicle (HCV) applications.

Request for Change

Members of the hackney trade and members of the Stockton Hackney Carriage Drivers Association (SHCDA) have made repeat requests for the vehicle specification for new hackney carriage vehicles to be reintroduced, meaning all new to fleet hackney carriage vehicles are required to be wheelchair accessible.

Additional Info

Since the policy change in November 2022 57 applications for HCV have been processed, of this number 10 were transfers of existing vehicles. In the same period 13 HVC licences have been surrendered or expired and 2 have been revoked. This means that since November 2022 the HCV fleet has increased by 32 vehicles in total. Of the 57 applications 24 have been hybrid/electric vehicles, 3 have been for new or replacement wheelchair vehicles.

In the same period 78 PHV applications have been processed, of this number 3 were transfers of existing vehicles. In the same period 62 PHV licence have been surrendered or expired and 6 have been revoked. This means that since November 2022 the PHV fleet has increased by 7 vehicles in total. Of the 78 applications 21 have been hybrid/electric vehicles, none were for new wheelchair vehicles.

The numbers suggest that the policy change has been successful in increasing the numbers of hybrid and electric vehicles onto fleet, but less successful in increasing wheelchair vehicles, this is a problem right across the North East.

The latest Department for Transport Statistic can be found at:

www.gov.uk/government/statistics/taxi-and-private-hire-vehicle-statistics-england-2023/taxi-and-private-hire-vehicle-statistics-england-2023

- Between 2022 and 2023 the total number of licensed vehicles and drivers both increased compared with the previous year, but they remain below pre-pandemic levels.
- Across England only 13% of all licensed vehicles were wheelchair accessible in 2023.
- 67% of authorities require all or part of the hackney fleet to be wheelchair accessible, a small increase from 64% in 2019.
- 5% of authorities require all or part of the PHV fleet to be wheelchair accessible.
- 94% of authorities maintain a list of wheelchair accessible taxis in accordance with section 167 of the Equality Act 2010 (an increase from 72% in 2019), while 91% maintain a list of wheelchair accessible PHVs (an increase from 62% in 2019).

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We have received requests from the trade to review the Private Hire & Hackney Carriage Licensing Policy and review Hackney Carriage vehicle tariffs, and we want your views on the proposed changes.

The policy was last reviewed in 2022 following a full public consultation which included all members of the trade.

A full copy of our current policy can be found at: www.stockton.gov.uk/article/1514/Introduction

Report Settings Summary

Event	Taxi and Private Hire Licensing Policy and Tariff Consultation
Total Responses	105
Total Respondents	1
Questions	All
Filter	<i>(none)</i>
Pivot	<i>(none)</i>
Document Name	
Created on	2023-07-24 08:05:33
Created by	Emel Bagdatlioglu

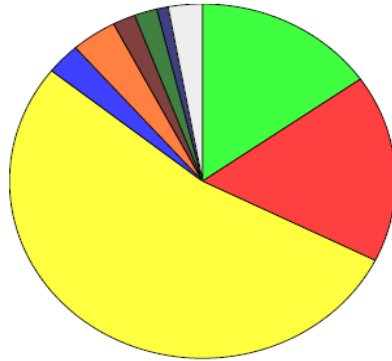
Table 4

Question 1

About you are you responding as a:

Question responses: 102 (97.14%)

About you are you responding as a:



	% Total	% Answer	Count
Licensed private hire driver	15.24%	15.69%	16
Licensed hackney carriage driver	17.14%	17.65%	18
Licensed combined driver	53.33%	54.90%	56
Licensing private hire operator	2.86%	2.94%	3
Licensed hackney carriage vehicle proprietor	3.81%	3.92%	4
Licensed private hire vehicle proprietor	1.90%	1.96%	2
Member of the public	1.90%	1.96%	2
Interested party please specify	0.95%	0.98%	1
Other please specify	0.00%	0.00%	0
[No Response]	2.86%	--	3
Total	100.00%	100.00%	105

Table .2

Table .1

If selected interested party or other, please specify

Question responses: 2 (1.90%)

If selected interested party or other, please specify

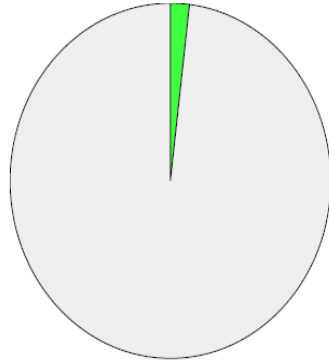


Table .1

	% Total	% Answer	Count
[Responses]	1.90%	100.00%	2
[No Response]	98.10%	--	103
Total	100.00%	100.00%	105

Table .2

Interested party please specify	Hackney driver need to have a taxi rank near to shopping area as our elderly customers use us as we are at the bottom the high street, also need big signs to specify were the ranks are
Interested party please specify	SBC Licensing

Question 2 - New and replacement Hackney Carriage Vehicle

Current Wording

Wheelchair Accessible Vehicles (WAV)

WAV's that are currently licensed may be replaced with a like for like vehicle e.g. another WAV that complies with current policy.

Departure from policy in exceptional circumstances e.g medical grounds will be considered on a case by case basis.

The hackney carriage and private hire trade will continue to be encouraged to licence a proportion of their fleet as Wheelchair Accessible Vehicles.

Proposed Wording

All new applications for hackney carriage vehicle licences are required to be wheelchair accessible vehicles.

Hackney carriage vehicles which are currently licensed may be replaced with a like for like vehicle e.g.

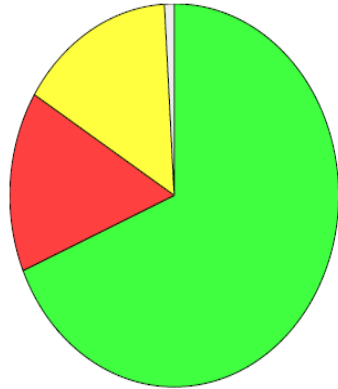
- WAVs maybe replaced with another WAV which complies with current Policy.
- Saloons (5 seats) may be replaced with another Saloon which complies with current Policy
- MPVs (more than 5 seats) may be replaced with another MPV which complies with current Policy

The private hire trade will continue to be encouraged to licence a proportion of their fleet as Wheelchair Accessible Vehicles.

Do you..

Question responses: 104 (99.05%)

Do you:



	% Total	% Answer	Count
Agree with the proposed wording	68.57%	69.23%	72
Disagree with the proposed wording	15.24%	15.38%	16
Neither Agree or Disagree	15.24%	15.38%	16
[No Response]	0.95%	--	1
Total	100.00%	100.00%	105

Table .2

Table .1

	Agree with proposed wording	Disagree with proposed wording	Neither agree or disagree
Combined driver	44	7	5
Hackney carriage driver	13	3	2
Private hire driver	7	2	6

Tell us why

Question responses: 19 (18.10%)

Tell us why

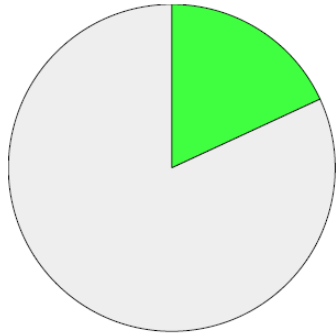


Table .1

	% Total	% Answer	Count
[Responses]	18.10%	100.00%	19
[No Response]	81.90%	--	86
Total	100.00%	100.00%	105

Table .2

About you are you responding as a:	Do you.. - Do you: WAV Wording	Tell us why
Licensed combined driver	Agree with the proposed wording	I agree with the proposed wording
Licensed combined driver	Agree with the proposed wording	My reason for saying I agree is because the ranks have been really quiet for years and now hackneys are a open issue the ranks are full of cars and no work so this way there won't be any more 4 seater hackneys going on and the existing hackney drivers can try and make a living.
Licensed combined driver	Agree with the proposed wording	My reason for saying I agree is because the ranks have been really quiet for years and now hackneys are a open issue the ranks are full of cars and no work so this way there won't be any more 4 seater hackneys going on and the existing hackney drivers can try and make a living.
Licensed combined driver	Agree with the proposed wording	My reason for saying I agree is because the ranks have been really quiet for years and now hackneys are a open issue the ranks are full of cars and no work so this way there won't be any more 4 seater hackneys going on and the existing hackney drivers can try and make a living.

Licensed combined driver	Disagree with the proposed wording	The council should not stop new applications for hackney carriage vehicle licences for saloon cars.Â Â
Licensed combined driver	Disagree with the proposed wording	I think given the circumstances around purchasing vehicles in the current climate, a for like for like is highly favorable throughout the trade. Id just like to add that there was no mention of allowing new Saloon HCV's onto the fleet in the previous consultation, it was very unclear in regards to this. Their was a mention of relaxing the rules around age and specification i.e allowing older hybrid models but I do not understand why the Council allowed so many new application for Saloon HCV's when we struggle to find rank space across the borough anyway.
Licensed combined driver	Disagree with the proposed wording	The case by case on medical grounds and also long standing drivers need considering, if financial problems stop them from affording another wav.
Licensed combined driver	Disagree with the proposed wording	all new applications for any HC vehicle should only be WAV vehicles from here on and a stop to all saloon HC applications as there is not enough rank spaces for vehicles to work in at peak times and certain ranks during the day time economy
Licensed combined driver	Disagree with the proposed wording	We already have enough hackneys on the ranks but not enough work
Licensed combined driver	Disagree with the proposed wording	The case by case on medical grounds and also long standing drivers need considering, if financial problems stop them from affording another wav.
Licensed hackney carriage driver	Disagree with the proposed wording	As the way it is financially and economically it is not viable to replace vehicles with new and like for like, it should go back to any age vehicle euro 5 that meets requirements
Licensed hackney carriage driver	Disagree with the proposed wording	There are too many hackney carriages on the road at the moment it is hard enough to make a living as it is

Licensed hackney carriage vehicle proprietor	Disagree with the proposed wording	MPV's should be banned or restricted to carrying 4 passengers. The rearmost seats do not have direct access for passengers. Saloon cars and WAV's must be maximum 5 years old when first licensed
Licensed hackney carriage vehicle proprietor	Agree with the proposed wording	I agree with the new proposed as it is more fairer on type of vehicles.
Licensed private hire driver	Neither Agree or Disagree	I don't understand the wording.
Licensed private hire driver	Disagree with the proposed wording	Cause not everybody has a lot of money to invest in wheelchair cars !
Licensing private hire operator	Disagree with the proposed wording	Basically your forcing WAVs onto the hackney's if they want to put a new vehicle on the road upon reading that. You wonder why many are going to Wolverhampton. Upon reading your wording . Would it not be best to encourage the purchase of a WAV by reducing the cost to licence it ? You will catch more flies with honey than you would with vinegar
Licensing private hire operator	Disagree with the proposed wording	There is a difference between the words encouraging more wheelchair access vehicles and are required to be. If you really wanted to encourage people to use wheelchair access vehicles and not force them , give them a cash incentive to do so.
Member of the public	Agree with the proposed wording	Will allow more WAV's on fleet.

Question 6

Please use this area to make any comments and make any further suggestions to the policy review

Question responses: 36 (34.29%)

Please use this area to make any comments and make any further suggestions to the policy review

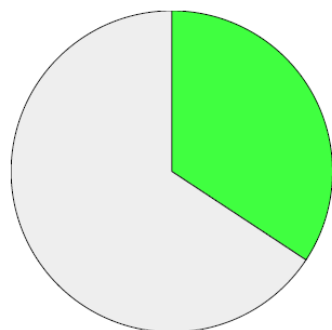


Table .1

	% Total	% Answer	Count
[Responses]	34.29%	100.00%	36
[No Response]	65.71%	--	69
Total	100.00%	100.00%	105

Table .2

About you are you responding as a:	Please use this area to make any comments and make any further suggestions to the policy review
Interested party please specify	Taking out the roof sign size specification Taking out fire extinguishers
Licensed combined driver	Hackney plates needs to stop as the current drivers are not making a living. The ranks are full of taxis but not many customers.
Licensed combined driver	I agree with the Tarrif proposal suggestion, also I would like for you guys to review allowing taxis to use bus lanes in the Stockton on tees area, as this will make the journey for driver and customer more quicker and will even save customer some costs taking the shorter routes if we are allowed through bus lanes. Thanks
Licensed combined driver	Hackney plates needs to stop as the current drivers are not making a living. The ranks are full of taxis but not many customers.
Licensed combined driver	Hackney plates needs to stop as the current drivers are not making a living. The ranks are full of taxis but not many customers.
Licensed combined driver	Please consider taxis to be allowed to use bus lanes in the area

Licensed combined driver	I agree with the Tarrif proposal suggestion, also I would like for you guys to review allowing taxis to use bus lanes in the Stockton on tees area, as this will make the journey for driver and customer more quicker and will even save customer some costs taking the shorter routes if we are allowed through bus lanes. Thanks
Licensed combined driver	We've been suffering for years, people are expecting price rises currently, let's use this time to make it fair and profitable to be a taxi driver again, otherwise you're going to see less people joining the profession.
Licensed combined driver	The council should not stop taking new applications for hackney carriage vehicle licences for saloon cars. Â Because once the council stops taking new applications for hackney carriage vehicles, Then the hackney plate vehicle owners will increase 2k to 3kÂ their hackney vehicle price just for the sake of the plate. It is very hard for the new licence holders to buy a hackney vehicle for work.Â
Licensed combined driver	I am for the new policy suggestion
Licensed combined driver	Please do some nationally statistics checks for hackney carriage tariff we are still very cheap taxi in the country While our expenses are same as all driver have in the country
Licensed combined driver	
Licensed combined driver	
Licensed combined driver	
Licensed combined driver	I think you need to look at neighboring councils and think about it carefully before proposing a change to the current HCV tariff.
Licensed combined driver	The trade is just surviving and customers will struggle to pay the higher price. This will lose trade over time.
Licensed combined driver	Currently the aforementioned proposals are submitted by a minority within the hcda which has only a third at best of overall members so does not represent the trade as a whole and the desire by the council to deal with this minority is baffling when they hold contact details for all licensed drivers this information should be shared via trade times rather than thru hcda contacts

Licensed combined driver	Stop all saloon hackney plates with immediate effect as there is no rank spaces available both daytime and night time economy No increase in any tariffs proposed as it will effect the HC trade with PH operator prices have been reduced to fall in to meet with petrol prices reduction Cost of living crisis will hit taxi trade hard as well as the interest rate increase and to increase any tariffs at this point could affect the trade severely Also the increase in tariffs we also affect the most vulnerable groups that rely on this trade to get home safely door to door these are the elderly - oap - disabled people and disability groups Trade members should also be allowed a trade representative to support them in any appointments or interviews with licensing, as questions can be misinterpreted or misleading and the driver may misunderstand the line of questioning and this could affect his badge and employment Point to consider it is hard for these drivers to have a legal representative with the costs on their earnings and this is why a trade representative is important for them - trust issues We have no quarrels with the interpreter also being present in the interview should the council seek they need one present at the time
Licensed combined driver	There isn't enough work for the current hackney drivers on the ranks. The free issue of hackneys plates should stop ASAP
Licensed combined driver	The trade is just surviving and customers will struggle to pay the higher price. This will lose trade over time.
Licensed combined driver	Currently the aforementioned proposals are submitted by a minority within the hcda which has only a third at best of overall members so does not represent the trade as a whole and the desire by the council to deal with this minority is baffling when they hold contact details for all licensed drivers this information should be shared via trade times rather than thru hcda contacts
Licensed combined driver	I am agreeing with proposed policies thanks
Licensed combined driver	Im agreeing with purpose
Licensed hackney carriage driver	We should encourage more wheelchair vehicles by giving them good schools runs its middlesbrough vehicles doing our jobs
Licensed hackney carriage driver	Please consider the future of the trade as any changes will be damaging
Licensed hackney carriage driver	Our fares are too cheap, the cost of fuel puts a big impact on our wages. And replacement vehicles are £20.000 upwards. You say you want more wheelchair access vehicles, hybrid or electric and at the cost of £30.000 - 50.000 its impossible on our low wages. Without helping with some kind of funding or loans its simply impossible. Same applies for replacement cars. Most drivers are still paying finance when the cars hit the age limit to be removed. Upper age limit should be removed on all cars. if The taxi test determine them fit for purpose then they should be allowed to remain. If nothing is changed then stockton on tees will remain covered with Wolverhampton plated cars as it is now with them having way less rules regarding age. Euro 5 or 6 should be used instead of an upper age. Graeme swinburne hcv 1471.

Licensed hackney carriage driver	I think all private hire firms should have a minimum set rate, minimum fare £4, this way hackneys on the ranks will not be worried too much about losing regular customers from the ranks to private hire firms
Licensed hackney carriage driver	Add 50p tariff 1 only. Stop issue more hackney plates not enough Ranks for taxis.
Licensed hackney carriage driver	The Taxi rank in Stockton high street should be increased to hold more hackney Cars. The taxi rank outside the Arc should be enforced so less able passengers can get home easier. should make the Taxi Tariffs simple for customers to understand. The fees for all aspects of licensing and renewals be reviewed comparable to other local authorities. Published accounts and breakdown on how each service costs.
Licensed private hire driver	I would like a policy to prioritise sitting of passengers in the back seats as a Health@Safety precaution. Many passengers like to sit in the front passenger seat, particularly the elderly passengers, who are precisely the problem. Elderly people like to talk and as they don't have all their front teeth, while they talk sat in the front passenger seat; they spray saliva through their teeth on the driver's left arm. This was particularly repugnant to tolerate in the times of COVID-19. And it also feels repugnant when picking up patients from the hospitals and they want to sit in the front.
Licensed private hire driver	I don't understand the WAV hackney policy. It seems like new applicants must have a WAV to be considered, but existing plate holders can replace like for like. This seems unfair to new applicants and also doesn't make any sense if the aim is to get more WAVs. WAVs are typically more expensive to buy, more expensive to maintain, not as pleasant to ride in, may have compromised passenger and/or luggage space and have an extremely limited choice of vehicle. New applicants are therefore put at an immediate disadvantage to existing plate holders. It's not like WAV work is even more lucrative - it's less lucrative due to the time involved and more strenuous. For fairness and maximum inclusivity all hackneys should be made to be WAVs
Licensed private hire driver	Taxi operators and dispatchers to Resist against drivers Dispatchers not licensed or under age
Licensed private hire driver	The wording needs to be straight forward and easy to understand .The problem sometimes is the wording is over complicated and difficult to understand .
Licensed private hire vehicle proprietor	I would suggest the Licensing Team to pay more attention to the cars used to transport passengers in terms of their safety, as well as their maintenance in good conditions. As we know together, there are vehicles do not meet these conditions but continue to run on the streets, even endangering the safety of passengers and when it comes about a new model that needs to be licensed, the Council does not take into account all aspects.
Licensing private hire operator	You need to update the private hire licensing policy in relation to seat sizes of the rear seats. Which is more paramount safety of comfort ?

Licensing private hire operator	<p>The policy as a whole needs a complete review. The policy at present is old and archaic and needs to be updated to present times. I have a vehicle that is 5 STAR EURO ENCAP Rated for 5 people travelling within. Euro ENCAP is an independant, non profit, organisation which is widely recognised by the motor industry and road safety professionals as providing motorists with objective information on the crash safety of passenger cars. The 1-5 star rating helps consumers compare the safety potential of different models and is based on the assessment in four important areas, Adult Occupant Protection for the driver and the passengers, Child Occupant Protection, Vulnerable Road User Protection and Safety Assist which evaluates driver assistance and occupant status (eg seat belt reminders and driver monitoring technologies. The Department of Transport considers that licensing authorities should take a pragmatic (dealing with things sensibly and realistically in a way that is based on practical rather than theoretical considerations). approach to licensing, taking account of the underlying objective of Licensing- SAFETY. Now thats the Department of Transport making the recommendation as a Best Practice Guidance For Licensing Authorities in England, EURO NCAP Speaks for itself in respect of safety. Every surrounding local council has already adopted to these best practices, apart from Stockton Borough Council. The vehicle is at present only licensed for 3 passengers when it has a 5 star Euro ENCAP Rating for 4 plus the driver. But because you have a old archaic policy that the rear seats must be 44cm for each passenger for comfort, all that the Department of Transport recommends, Euro NCAP 5 Star rating for safety for the passengers, cyclists and pedestrians and child occupant status. All seems to be very well ignored due to an old policy still in place. As i mentioned before the whole policy needs to be updated. Sean Dixon Infiniti Cars [REDACTED]</p>
Member of the public	Public struggling with high mortgages etc not the time to increase
	Need to have use off bus lanes,yu have increased the new taxis and we dont have any enough taxi space as u have increased the taxis in stockton on Tees
	No comment.

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Agenda Item 8

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of the Local Government Act 1972.

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Agenda Item 9

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Agenda Item 10

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