

Steve Atkinson MA(Oxon) MBA MioD FRSA
Chief Executive

Date: 21 April 2008

To: Members of the Licensing (Regulatory) Committee

Mrs. S. Francks (Chairman)	Dr. J.R. Moore
Mr. C.G. Joyce (Vice-Chairman)	Mr. K. Morrell
Mr. P.R. Batty	Mr. K. Nichols
Mr. J.C. Bown	Mr. O. O'Shea
Mr. M.B. Cartwright	Mr. A.J. Smith
Mr. J.D. Cort	Mr. B.E. Sutton
Mr. D.M. Gould	
Mr. P. Hall	
Mr. R. Mayne	

Copy to all other Members of the Council

(other recipients for information)

Dear Councillor

There will be a meeting of the **LICENSING (REGULATORY) COMMITTEE** in the Council Chamber, Council Offices, Hinckley on **WEDNESDAY, 30 APRIL 2008 at 6.30 pm** and your attendance is required.

The agenda for the meeting is set out overleaf.

Yours sincerely

Pat Pitt (Mrs.)
Corporate Governance Officer

LICENSING (REGULATORY) COMMITTEE

30 APRIL 2008

A G E N D A

1. APOLOGIES AND SUBSTITUTIONS

RESOLVED 2. MINUTES

To confirm the minutes of the meeting held on 29 August 2007 – copy attached marked LR5.

3. ADDITIONAL URGENT BUSINESS BY REASON OF SPECIAL CIRCUMSTANCES

To be advised of any additional items of business which the Chairman decides by reason of special circumstances shall be taken as matters of urgency at this meeting.

4. DECLARATIONS OF INTEREST

To receive verbally from members any disclosures which they are required to make in accordance with the Council's code of conduct or in pursuance of Section 106 of the Local Government Finance Act 1992. **This is in addition to the need for such disclosure to be also given when the relevant matter is reached on the Agenda.**

RESOLVED 5. REGULATION OF HACKNEY CARRIAGE LICENCE PLATES

Report of Director of Community & Planning Services attached marked LR6. (Pages 1-29)

6. ANY OTHER ITEMS OF BUSINESS WHICH THE CHAIRMAN DECIDES HAVE TO BE DEALT WITH AS MATTERS OF URGENCY

To: All Members of the **Licensing (Regulatory) Committee** with a copy to all other Members of the Council.

NOTE: AGENDA ITEMS AGAINST WHICH THE WORD "RESOLVED" APPEARS ARE MATTERS WHICH ARE DELEGATED TO THE COMMITTEE FOR A DECISION. OTHER MATTERS ON THIS AGENDA WILL BE THE SUBJECT OF RECOMMENDATIONS TO COUNCIL.

HINCKLEY AND BOSWORTH BOROUGH COUNCIL
LICENSING (REGULATORY) COMMITTEE
29 AUGUST 2007 AT 6.30 PM

PRESENT: Mrs. S. Francks - CHAIRMAN
Mr. C.G. Joyce - VICE-CHAIRMAN

Mr. J.G. Bannister, Mr. P.R. Batty, Mr. J.C. Bown, Mr. D.M. Gould, Mr. K. Morrell, Mr. K. Nichols and Mr. B.E. Sutton

Officers in attendance: Mr. A. Bottomley, Mr. Mark Brymer, Mr. S. Payne, Mrs. P.I. Pitt and Mr. T.M. Prowse

165 **APOLOGIES AND SUBSTITUTIONS**

Apologies for absence were submitted on behalf of Messrs. M.B. Cartwright, P.A.S. Hall, R. Mayne, (for whom Mr. Bannister substituted in accordance with Council Procedure Rule 4.3) and L.J.P. O'Shea.

166 **MINUTES (LR3)**

On the motion of Mr. Sutton, seconded by Mr. Gould, it was

RESOLVED – the minutes of the meeting held on 21 June 2007 be confirmed and signed by the Chairman.

167 **DECLARATIONS OF INTERESTS**

No interests were declared at this stage.

168 **PROPOSED VARIATION TO HACKNEY CARRIAGE TABLE OF FARES (LR4)**

The Chairman welcomed Mrs. Tina Duane of the Hinckley and Bosworth Taxi Driver Association and Mrs. Alison Taylor of the Independent Drivers Association, who both attended for this item.

Further to minute number 76 of 21 June 2007 the Principal Licensing Officer indicated that, following the receipt of objections to the proposed increases in tariffs 1, 2 and 3 in the table of fares a meeting had been held between Hinckley Taxi Association and the independent drivers. The outcome of the meeting had resulted in the joint submission of a proposal agreed by all drivers that the flag fall for tariffs 1, 2 and 3 be increased as follows:-

Tariff 1 current - £2	Tariff 1 proposed - £2.40
Tariff 2 current - £3	Tariff 2 proposed - £3.50
Tariff 3 current - £4	Tariff 3 proposed - £4.80

The Principal Licensing Officer indicated that the current running mile figures would remain unchanged. In response to Members' concerns regarding consultation between the Taxi Driver Association and the independent drivers on the variation to fares the Principal Licensing Officer indicated that not all drivers had been able to attend the original meeting at which these proposals had been considered and that it was intended that in future this Authority would co-ordinate any meeting held to consider the variation of fares. The Principal Licensing Officer reiterated that any variations would need to be advertised and any subsequent objections brought back to this Committee.

On the motion of Mr. Nichols, seconded by Mr. Bannister it was

RESOLVED –

- (i) the flag fall for tariffs 1, 2 and 3 be increased as set out above (with the current running mile figures remaining unchanged); and
- (ii) subject to there being no objections to these proposals the Principal Licensing Officer be delegated the authority to determine an implementation date for the introduction of the revised fares.

(The meeting closed at 6.54 pm)

LICENSING REGULATORY COMMITTEE – 30 APRIL 2008

REPORT OF DIRECTOR OF COMMUNITY AND PLANNING SERVICES

RE: REGULATION OF HACKNEY CARRIAGE LICENCE PLATES

1. **PURPOSE OF REPORT**

- 1.1 To draw to Members attention the options to regulate the issue of hackney carriage vehicle licence plates.

2. **RECOMMENDATION**

- 2.1 That Members agree to retain the current policy of the Council not to impose quantity restrictions in respect of the number of Hackney Carriage Licenses issued within Hinckley and Bosworth Borough Councils area.

3. **BACKGROUND TO THE REPORT**

- 3.1 The licensing service received a letter and petition from some members of the Taxi trade requesting the Council to restrict the number of hackney carriage vehicle licenses issued within the Borough. In making this initial request they cited the following reasons:
- Saturation of the hackney carriage market (i.e. too many hackney carriages chasing too little work)
 - A decline in demand for taxis.
 - Inadequate taxi rank space within the Town centre.
- 3.2 Following this request the Principal Licensing Officer wrote to all licensed drivers regarding the issues of plate restriction, and the implications. A copy of that letter is attached at Appendix A to this report.
- 3.3 Prior to the Transport Act 1985 Licensing Authorities had an unlimited power to restrict the number of hackney carriage vehicles that it would licence.
- 3.4 In January 1986 when the Transport Act 1985 came into force section 16 of that act removed the discretionary power of a licensing authority to restrict Taxi vehicle licenses and replaced it with a stringent test which must be satisfied if a licensing authority wishes to refuse a licence in order to limit numbers.

Section 16 of the Transport Act 1985

- 3.5 "The grant of a taxi licence may be refused, for the purpose of limiting the number of licensed taxis if, but only if, the local licensing authority 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".
- 3.6 In order to be satisfied that there is no unmet demand, good practice (and case law) requires that a local demand survey is conducted and the findings considered by the licensing authority. Such demand surveys need to be conducted by competent, specialist companies; the cost of such a survey at Hinckley & Bosworth Borough Council would be approximately £15,000. The results of such a survey are considered to be valid for approximately 3 years, after which the survey would need to be repeated.
- 3.7 Where restrictions are being considered, government guidance suggests that the principal consideration should be the travelling public (taxi users) and the impact upon taxi service provision.
- 3.8 If a licensing authority restricted licence numbers without the results of a demand survey, an aggrieved applicant would have a strong case against the authority on appeal, and the authority may be subject to a claim for damages due to potential loss of income.
- 3.9 In most cases survey costs are paid by the vested interests the survey is meant to protect. This is normally accomplished by way of increased license fees. The vested interests are obviously hackney carriage owners and there have been instances where a licensing authority has demanded a substantial portion of the survey fee before they commission a survey. The increase in license fees can affect every type of taxi and private hire license holder, even though the Private hire trade derives no benefit from restricting hackney carriage numbers. In fact restricting numbers works against the private hire trade because it stops them from obtaining a hackney carriage license. The restriction also means anyone wishing to enter the Taxi trade can only do so as a private hire driver. This in turn has the effect of accelerating the growth of private hire vehicles to an inordinate amount.
- 3.10 Taxis and private hire vehicles differ in that hackney carriages (taxis) can 'ply for hire' throughout the district e.g. they can be flagged down or hailed, whereas private hire vehicles must be pre-booked through an operator. It is a condition of this authority that Private hire vehicles may not 'park-up' and wait for another job, but must return to the office until another booking is made, whereas taxis can use any of the taxi ranks throughout the district and wait to be approached by customers. Therefore it has been argued by the Office of Fair Trading that taxi proprietors have a significant commercial advantage over the private hire trade.
- 3.11 The restriction in taxi numbers in some authorities has created a 'black market' trade in hackney carriage plates this is shown in detail at Appendix B. The Government have also stated that the high 'unofficial' taxi plate value is actually an indicator of an unmet demand within an area.

3.12 In local authority areas where restrictions on hackney carriage numbers have been introduced the following impacts have been noted:

- Although vehicle numbers do not increase, there is very little reduction through natural wastage. This is because the vehicle licences command a premium, often of tens of thousands of pounds; licenses are therefore never surrendered but 'transferred'.
- There is normally a rapid and substantial growth in the private hire trade.
- There are no powers to restrict the numbers of licensed private hire vehicles within a licensing authority area.
- There is still a demand for new hackney carriage vehicle licenses and the licensing authority has to establish a 'waiting list'.

4.0 **OFFICE OF FAIR TRADING REPORT**

4.1 The matter of limiting the numbers of Hackney Carriage vehicle licences was the subject of a lengthy Report by the Office of Fair Trading (OFT) in November 2003. Broadly, the OFT found that quantity control policies were not in the best interests of consumers in the following ways:

- Shifting consumers onto less preferred and/or suitable modes of transport
- Increased waiting times
- Compromising public safety

4.2 Whilst the OFT did recognise some arguments in favour of quantity controls, they concluded that these were "unsupported by the evidence and/or outweighed by the clear benefits of de-regulation." The OFT went on to recommend to government that the legal provisions that allows licensing authorities to impose quantity control should be repealed and that, in the meantime, Councils should themselves dispense with such policies.

5.0 **GOVERNMENT RESPONSE**

5.1 The Government's reaction to this debate was to issue a letter to all licensing authorities. The letter expressed the view that, "restrictions should only be retained where there is shown to be a clear benefit to the consumer, and that Councils should publicly justify their reasons for the retention of restrictions and how decisions on numbers have been reached. The Government considers that, unless a specific case can be made, it is not in the interests of consumers for market entry to be refused to those who meet the application criteria." They went on to say, "We ask you to review the case for restricting taxi licences for your area and make the review public."

5.2 After consultation with stakeholders, the Department for Transport (DFT) issued Best Practice Guidance in October 2006. The Guidance, which remains in place, is accessible from the DFT website.

5.3 While the Guidance exists explicitly to aid Local Authorities to standardise quality and safety regulations, it makes abundantly clear that local authorities are best endowed to set policy.

- 5.4 The Guidance is wide ranging but does not cover all issues. This is deliberate, to re-emphasise to Local Authorities that they are primarily responsible for regulation, even if it means seeking consultation on a local level.

Advantages of No Plate Restriction:

- A better service for consumers (e.g. decreased waiting times and more choice) and any perception or potential allegation that market forces are necessarily interfered with by restricting entry to the trade is removed.
- Lets market forces dictate the number of hackney carriages without Council intervention.
- No need for costly three year survey.
- Accords fully with the advice from the Office of Fair Trading and the Government.

Disadvantages:

- Potential dissatisfaction within the taxi trade due to extra competition.

6.0 **LOCAL SITUATION**

Number of Licensed drivers	Number of Licensed Vehicles
187 Drivers - January 2004	135 Vehicles – January 2004
189 Drivers – January 2008	147 Vehicles – January 2008

- 6.1 The number of drivers has remained consistent over the last four years, with licensed vehicles increasing by twelve plates due to existing companies plating more vehicles which implies that there is a sustainable trade.
- 6.2 Leicester City Council is the only authority in Leicestershire that operates a plate restriction policy.

7.0 **CONCLUSIONS**

- 7.1 It is clear from the findings of the Office of Fair Trading and the Government’s response that they wish to see no-restriction of the number of hackney carriage vehicle licences issued by Councils. As stated in 6.1 there seems to be a sustainable trade in our Borough therefore no restriction may be necessary.
- 7.2 The Council’s statutory role in licensing such matters is the safety of the public. Economic or business reasons to impose restrictions on the hackney carriage trade are not legitimate considerations.

8. **FINANCIAL IMPLICATIONS [HF]**

- 8.1 If restrictions were being considered a survey would be required at a cost of approximately £15,000, repeated every three years. This cost could be met by increasing license fees although the expenditure would take place in advance of the funds being recovered.

8.2 Should a restriction be imposed there would be some loss of hackney carriage revenue, which might be mitigated by increases in the number of licenses issued for private hire vehicles. There is also a risk of additional expenditure being incurred as a result of a claim for damages for loss of income by a rejected applicant

9. **LEGAL IMPLICATIONS [AB]**

Contained within the body of the report.

10. **CORPORATE PLAN IMPLICATIONS [RP]**

10.1 Objective 3 – Safer and Healthier Borough.

11. **CONSULTATION [MB]**

11.1 Following the request for the Council to review the issue of hackney carriage vehicle licenses 189 consultation letters were sent out to all drivers licensed by Hinckley & Bosworth Borough Council. The Council has received 10 responses. A summary of the responses are enclosed at Appendix C.

12. **RISK IMPLICATIONS**

12.1 It is the Council’s policy to proactively identify and manage significant risks, which may prevent delivery of business objectives.

12.2 It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer’s opinion based on the information available, that the risks associated with this decision have been identified, assessed and that controls are in place to manage them effectively.

12.3 The significant risks associated with this report were identified from the assessment as follows.

Management of Significant Risks		
Risk Description	Mitigating actions	Owner
<i>Restriction of Hackney Carriage vehicle plates.</i> Could result in the authority being subject to a claim for damages due to potential loss of income	<ul style="list-style-type: none"> • Commission a Local Demand Survey, or • Retain existing policy not to restrict plates. 	Mark Brymer

13. **RURAL IMPLICATIONS**

13.1 Plate restriction will have equal impact on all areas of the Borough of Hinckley & Bosworth.

14. **CORPORATE IMPLICATIONS**

14.1 By submitting this report, the report author has taken the following into account:

- Community Safety Implications [Ron Grantham]

The main issue relating to Community Safety is that there should be a sufficient number of licensed taxis available for public use especially during the late evenings and associated with the night-time economy in particular within Hinckley Town Centre so as not to compromise public safety.

- Environmental implications [Jane Neachell]

To request that the policy covering the issuing of Hackney Carriage Licence plates be reviewed so that provision can be made to enter clauses following evaluation of the significant environmental aspects of running taxis e.g. excessive carbon dioxide emissions due to not switching off engines whilst stationary awaiting fares.

- ICT implications [Paul Langham] None.
- Asset Management implications [Malcolm Evans] None.
- Human Resources implications [Julie Stay] None.

Background Papers:

Response letters to local consultation.

Dept of Transport Circular 3/85, OFT Report on the Regulation of Licensed Taxi and PHV Services in the UK, Nov 2003.

Government Response to OFT Report, March 2004.

Government's Response to the Transport Committee's Report on the Regulation of Taxis and PHV services in the UK, May 2004

Letter from Dept of Transport to all Chief Executives of Councils that restrict taxi licences, 2004.

OFT Report – Evaluating the impact of the taxis market study, October 2007

Legislation relating to the HC & PHV licensing regime,

Taxis – Licensing Law & Practice, James Button

Contact Officer: Mark Brymer Principal Licensing Officer ext 5645

Executive Member: Mrs S.A. Francks

Appendix A

Please ask for: Mark Brymer
Direct Dial: 01455 255645
E-mail: esadmin@hinckley-bosworth.gov.uk
Fax No. 01455 234590
Date:

Title First Name- Last Name
Address line 1
Address line 2
Town
County
Post Code

Dear-Title Surname,

Re: Restriction of Hackney Carriage Vehicle Licences

I write following correspondence from several drivers asking the Council to restrict the number of Hackney Carriage plates within the Borough of Hinckley & Bosworth.

In making this request they have cited the following reasons:

- Saturation of the hackney carriage market (i.e. too many hackney carriages chasing too little work)
- A decline in demand for taxis.
- Inadequate taxi rank space within the Town centre.

The present legal provision on quantity restrictions for taxis outside London is set out in section 16 of the Transport Act 1985. This provides that the grant of a taxi licence may be refused, for the purpose of limiting the number of licensed taxis 'if, but only if, the local licensing authority 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'.

All local licensing authorities are aware that, in the event of a challenge to a decision to refuse a licence, the Council concerned would have to establish that it had, reasonably, been satisfied that there was no significant unmet demand.

Most local licensing authorities do not impose quantity restrictions; the Department of Transport (DOT) regards that as best practice. It is suggested that the matter should be approached in terms of the interests of the travelling public - that is to say, the people who use taxi services.

What benefits or disadvantages arise for them as a result of restriction of plate numbers?

The latest figures published as at 30th January 2008 show:-

Number of Authorities that restrict Hackney carriage numbers = 94 or 27.4%.

Number of Authorities that do not restrict = 245 or 71.5%.

Total number of Authorities yet to decide on policy = 4 or 1.1%.

Total number of licensing Authorities in England & Wales 343.

In most cases where quantity restrictions are imposed, vehicle licence plates command a premium, often of tens of thousands of pounds. This indicates that there are people who want to enter the taxi market and provide a service to the public, but who are being prevented from doing so by the quantity restrictions. This seems very hard to justify.

If a local authority does nonetheless take the view that a quantity restriction can be justified in principle, there remains the question of the level at which it should be set, bearing in mind the need to demonstrate that there is no significant unmet demand.

In order to be satisfied that there is no unmet demand, good practice (and case law) requires that a local demand survey is conducted and the findings considered by the licensing authority. Such demand surveys need to be conducted by competent, specialist companies; the cost of such a survey at would be approximately £15k. The results of such a survey are considered to be valid for approximately 3 years, after which the survey would need to be repeated.

In most cases survey costs are paid by the vested interests the survey is meant to protect. This is normally accomplished by way of increased license fees but not always. The vested interests are obviously hackney carriage owners and there have been instances where a licensing authority has demanded a substantial portion of the survey fee before they commission a survey. The increase in license fees can affect every type of Taxi and Private Hire license holder, even though the Private hire trade derives no benefit from restricting hackney carriage numbers. In fact restricting numbers works against the private hire trade because it stops them from obtaining a hackney carriage licence. The restriction also means anyone wishing to enter the Taxi trade can only do so as a private hire driver. This in turn has the effect of accelerating the growth of private hire vehicles to an inordinate amount.

With regards to the number of licensed drivers and vehicles at this Authority.

Number of Licensed drivers

Number of Licensed Vehicles

187 Drivers - **January 2004**

135 Vehicles – **January 2004**

189 Drivers – **January 2008**

147 Vehicles – **January 2008**

In local authority areas where restrictions on hackney carriage numbers have been introduced the following impacts have been noted:

- Although vehicle numbers do not increase, there is very little reduction through natural wastage. This is because the vehicle licences command a premium, often of tens of thousands of pounds; licenses are therefore never surrendered but ‘transferred’.
- There is normally a rapid and substantial growth in the private hire trade.
- There are no powers to restrict the numbers of licensed private hire vehicles within a licensing authority area.
- There is still a demand for new hackney carriage vehicle licenses and the licensing authority has to establish a ‘waiting list’.

Restricting taxi plate numbers is not a proposal that I would recommend however I want to obtain the views on this issue of the entire Taxi licensing trade and will take your views forward to the Licensing Committee to consider.

I do understand driver’s worries and concerns over trade, as we all have mortgages and bills to pay. In the mean time the Council is looking to amend the licensing conditions to include new applicants passing the DSA driving test and obtaining a successful pass on the BTEC Level 2 Award in Transporting Passengers by Taxis prior to obtaining a licence. This will slow down the number of new licence holders.

I hope that you will find information useful. Please respond to me with your views on plate restriction by Monday 17th March 2008.

Yours sincerely,



Mark Brymer
Principal Licensing Officer

List of Restricted Councils 30 Jan 2008

Total number of Authorities that have so far voted to restrict Hackney carriage numbers = 94 or 27.4%.

Total number of Authorities yet to decide on policy = 4 or 1.1%.

Total number of Authorities that do not restrict or have voted to remove restrictions at a future date = 245 or 71.5%.

Total number of licensing Authorities in England & Wales 343.

The following list is an accurate reflection of "restricted" "unrestricted" and "undecided" local authorities in England and Wales, who prior to June 2004 had a policy of restricting Hackney carriage proprietor licenses.

As of 30/1/08 the number of Authorities retaining a restriction on licenses is 94.

As of 30/1/08 the number of Authorities that have removed or given a firm commitment to remove licensing restrictions of hackney carriages since 2004 is 54.

As of 30/1/08 the number of Authorities undecided on policy is 4.

It is estimated that 95 of the 151 licensing authorities in England and Wales, who were asked to review their Quantity Control policy by the DfT in June 2004, will retain restrictions. This figure also includes authorities such as Sheffield who made a decision in January 2008 to re restrict the number of licenses it issues. This leaves an estimated 57 authorities that have chosen to remove restrictions either immediately or at a future date.

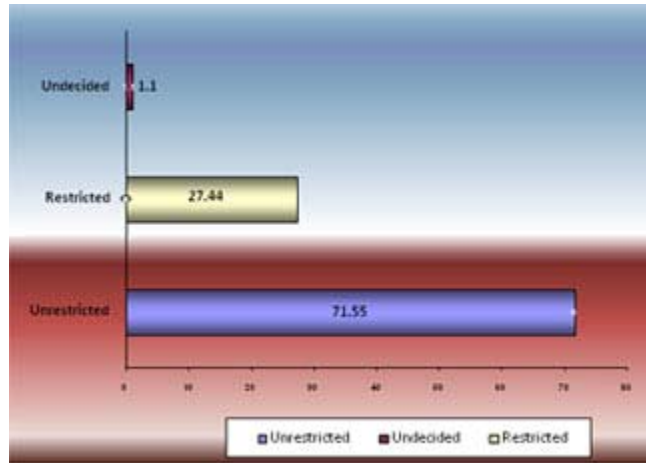
The majority of those councils retaining quantity controls have demonstrated they lack the political will or foresight to change their policy.

In line with DfT best practice the mandatory requirement to license a vehicle based on its capacity to turn in a designated circumference should be discouraged. Vehicle choice should be paramount for both the "General public" and those wishing to drive taxis. Best practice advice from the DfT has been helpful in pointing out to licensing authorities that imposing unnecessary conditions that result in diluting public choice is not in anyone's best interest.

Quality control of both "drivers and vehicles" are the bedrock of practically and every council that has removed quantity controls since being asked by the Government to review their policy in June 2004 has opted for a higher standard of Quality controls.

Quality vehicle controls need not be restricted to one type of vehicle such as the LTI model; the paramount consideration is the age of the vehicle and whether it meets the requirements of the licensing authority?

Quality controls on driver entry levels can be set at the required standard as stipulated by each individual licensing authority. Standards vary throughout the country therefore it is recommended that research be carried out to determine which standards are best tailored for your authority?



Undecided 4.

Restricted 94.

Unrestricted 245.

The chart shows in percentage terms the differentials between the 27.4% of restricted councils, the 71.5% of unrestricted councils and the 1.1% of councils who have yet to decide on policy?

The above data is broken down into three elements. As each of the 4 undecided Authorities makes a decision on policy as requested by the Government they will be added to the relevant field of either Restricted or Unrestricted Authorities.

The 94 Councils who have made a decision to retain quantity control.

1. Aylesbury Vale. Cabinet 7/6/05 voted to keep current restricted policy. Two zones, one unrestricted, the other restricted to 50 licenses. Jacobs survey 2004 adopted in June 2005, reviewing policy in 2007.
2. Barnsley. TPI Survey adopted, issuing 5 new licenses and retaining quantity controls.
3. Barrow in Furness. Surveyed. Full council decided on 25/10/05 to retain quantity controls.
4. Basingstoke. 15/3/05 retained quantity controls. TPI survey conducted late 2005. Reported June 2006.
5. Bath and North East Somerset ua. Two Zones. Bath City restricted, Plate Value 20k. Voted on 6/4/05 to retain a policy of restriction. Subsequent survey by KNW found no unmet demand.
6. Bedford. Committee voted on 14/4/05 to keep restrictions for the time being, 48 hacks. Issue 10 new licenses each year based on quality control. Failed to re-access the situation in autumn 2006. Most recent number of hacks equals 68. Last survey 2001 as of 5/1/07

7. Blackburn Darwen UA. Halcrow survey. Decided July 2005 to issue 10 new licenses, WAV only, 3 year age limit. So far only 5 have been issued others deferred because of regeneration in city centre. Waiting list of 9 people. As of 9/2/07
8. Blackpool. Voted on 17/3/05 to retain restricted policy 256 hacks, 44 horse drawn. PV 45k. Blackpool is widely accepted by TDO subscribers as having one of the oldest fleet of hackney carriage vehicles in the country.
9. Blyth Valley. No Survey? Committee met in November and decided to issue 4 licenses and keep restrictions. Decision confirmed in December by the full council. Criteria ballot in Feb 2006.
10. Bolton. Keeping their restricted policy. Current plate values 11k, policy change & survey 2003. No future plans for a survey. Open to legal challenge.
11. Bournemouth ua. Halcrow survey. Full council decided on 18/4/06 to retain quantity controls.
12. Bradford. On 4/8/05 councillors compromised with the local Taxi trade who offered to convert ten of their existing saloon type vehicles to purpose built wav's if the council retain restrictions. The new policy requires ten existing vehicles to be converted each year up to the year 2009 after which all vehicles will have to be Wheelchair compliant.
13. Braintree. TPI survey. Committee decided on 26/1/06 to retain present level of Quantity controls.
14. Brighton and Hove ua. Retaining current restricted policy after 2006 Halcrow survey, issuing 20 WAV's. Plate Value 45k. As of 27/1/07
15. Bristol. Restricted to 719 vehicles all must be Wav compliant by 2008.
16. Calderdale. Zoned, Halifax remains restricted. Plate value one of the highest in the country at 70k. No recent survey. Open to legal challenge.
17. Carrick. KNW survey 2005. 5/1/06 decided to issue 2 plates in Truro zone + 1 a year for the next 3 years.
18. Chester. Survey 2005. On 7/4/05 council decided to keep restrictions, granting four new licences to meet the unmet demand identified in the survey, Quality control decision was reviewed and retained in 2006.
19. Chester le street. TPI survey revealed no unmet demand, restricted policy unchanged.
20. Chorley. 29/4/05 voted to issue 7 new licenses in line with Halcrow survey recommendations.30 H/C.
21. Colchester. Resolved to accept findings of survey, issuing 18 new licenses, keeping restrictions.
22. Congleton. Keeping quantity controls but will allow 16 new licences for wav's. As of 2004/5
23. Corby. Voted on 8th Feb 2005 to adopt their 2003 survey and issue 2 new licenses.
24. Dover. TPI Survey. Decided on 4/4/06 to retain quantity controls.
25. Eastbourne. £25,000 MCL Transport Survey paid for by Taxi trade found unmet demand. Decided to issue 6 WAV and keep restrictions. Committee 1/11/06.
26. Ellesmere Port. No survey, Issued 5 new licenses and retained quantity controls, last survey 2001. Open to legal challenge.
27. Exeter. Surveyed. On 13/9/05 the licensing committee decided to retain current restrictions of 58 H/C.
28. Halton ua. Retained policy of restriction, license plate values 12k. No survey. Open to legal challenge.
29. Harlow. Decision to remove numbers control taken in December 03. Re-introduced quantity controls in February 2006. Survey by MCL.

30. Harrogate. Voted on 17/3/05 to retain quantity control. TPI Survey undertaken. Intend to explore Wav provision at a future date.
31. Hastings. Mouchel Parkman survey 15/5/06. Council retained restricted policy on 10/7/06 48 hacks.
32. Havant. Committee decision taken in Feb 2004 to keep restricted policy. Last Survey 2003. May have another survey in 2007?
33. Huntingdonshire. January 2005 councillors voted to keep current policy of restriction.
34. Hyndburn. Issuing 5 licenses per annum over 3 years. Wav only, age limit of one year, Policy review in 2008, No Survey. Open to legal challenge.
35. Kingston upon Hull. Halcrow survey, committee retained restricted policy on 12/6/06. 170 hacks.
36. Kirklees. TPI Survey. Retaining quantity controls, 2006.
37. Knowsley. Jacobs survey found no unmet demand. Retained numbers policy on 22/9/05
38. Lancaster. Committee 2/6/05. Keeping restrictions, issuing 4 new licenses. 105 H/C/V surveyed.
39. Leeds. Keeping their restrictive policy conducting a survey of unmet demand in 2007. As of 9/2/07
40. Leicester. Retaining numbers policy. A new Survey to be undertaken. Last surveyed Jan 2001. Open to legal challenge.
41. Lincoln. Policy unchanged, keeping restrictions. Plate values thought to be one of the lowest in the country at around 4k.
42. Liverpool. Restricted policy unchanged. Survey by Jacobs, Plate Value 40k committee decision 24/3/05
43. Maidstone. Survey complete, committee decided to retain restrictions on 15/9/05.
44. Manchester. Has a policy of issuing 20/25 new licences annually. 2005 Halcrow survey recommended additional 82 licenses. Committee voted on 3/10/05 to retain current policy. PV 45k.
45. Mid Sussex. Quantity control policy to remain unchanged. Survey 2003. Open to legal challenge.
46. Newcastle on Tyne. Voted on 25/4/05 to retain restrictions.
47. Newcastle under Lyme. On 22/6/05 adopted TPI survey. Issuing 4 licenses and keeping restrictions.
48. North Tyneside. Re regulated Dec 2004, 104 saloons with grandfather rights 101 Q/C Wavs.
49. Nottingham. Halcrow survey. Committee decided on 3/10/05 to review their policy in 2006. Review has not yet been confirmed? Still retain quantity controls. As of 9/2/07
50. Oldham. Full council meeting on 21/2/07 to determine policy. As of 9/2/07
51. Oxford. Keeping restricted numbers policy TPI survey 2002 and spring 2006. Issuing one license.
52. Pendle. Voted to retain quantity controls, no survey. Ignored LO advice, open to legal challenge. Might have a survey in 2007 but not definite? As of 9/2/07
53. Penwith. 2005 decided to retain restrictions without having a recent survey. Open to legal challenge. Plate value 25k
54. Plymouth ua. Decided on 24/5/05 to retain current restricted policy. Plate Value 20k. Lost a legal challenge to its TPI survey on 7/3/06. Aspects of the survey deemed fraudulent. Applicant has submitted an application for a further 50 licenses. Plymouth council undertook another survey in 2006 by Halcrow which found no unmet demand.

55. Poole ua. On 10/3/05 voted to retain controls. Intention is to top up their 2005 in-house survey in 2006. Still restrict numbers. As of 9/2/07
56. Portsmouth ua. TPI survey, Report date 31/10/06. Keeping restrictions and issuing no plates. PV 25k.
57. Preston. KNW survey, 9/8/06 Committee retained restricted policy. Plate value 15k.
58. Reading ua. Survey in 2002 found high level of unmet demand, issued 30 additional licenses in 2003. The local taxi trade applied for and lost a judicial review preventing the issue of additional licenses. Committee voted on 30/3/05 to keep restrictions and further review their policy in 2006. No evidence of a 2006 review having taken place?
59. Restormel. KNW Survey. Committee date 21/6/06. Voted to retain present policy 74 H/C/V.
60. Ribble Valley. Voted in March to issue one licence per year until further notice. No survey undertaken. Has now decided to rescind that decision and is thinking about having a survey in 2007. As of 9/2/07 Open to legal challenge.
61. Richmondshire. Voted on 8/3/05 to retain restricted policy. Survey carried out.
62. Rochdale. 21/11/05 keeping restrictions. Issuing three new licenses as per survey. Plate value 22k.
63. Rotherham. Committee decided on 20/7/05 to keep restrictions 48 H/C. Survey by Halcrow.
64. Rugby. Survey complete, committee voted on 10/10/05 to keep restricted policy.
65. Salford. First ever survey, decided on 23/6/05 to issue one license, in line with Halcrow survey.
66. Scarborough. Committee resolved on 22/3/05 to keep their current restricted policy. Conducted in-house survey, summer 2005. No independent survey conducted since 1990. Open to legal challenge. 97 H/C.
67. Sefton. KNW survey completed 2006. Retaining current policy of quantity control, 271 hacks.
68. Sevenoaks. Keeping a restricted policy, no survey undertaken.
69. Sheffield. Re introduced a policy of quantity control in Jan 2008 after years of badgering by the local taxi trade.
70. Southampton ua. Halcrow 2006 survey found no unmet demand. Voted on 28/6/07 to retain quantity controls. 263 cabs.
71. South Tyneside. Unmet demand survey complete, issuing 12 licenses and retaining quantity control.
72. Stevenage. Proposal to issue 35 new licenses over three years and perhaps de limit in 2008.
73. St Edmundsbury. Keeping restrictions, survey partly paid for by the Taxi trade. As of 27/9/07
74. St Helens. TPI Survey found no unmet demand. On 4/1/06 committee voted retain Quantity controls.
75. Stockport. Mori questionnaire, no actual survey. Committee decided to keep restrictions 21/9/05. Plate value 22k Open to legal challenge.
76. Stoke on Trent ua. No Survey. Issuing 30 new license each year in 2006/7/8. Will review current policy in 2008 with a view to removing quantity controls. As of 14/6/06
77. Sunderland. Surveyed. Committee decided on 10/10/05 to issue 41 Wav vehicles no older than 5 years in the restricted zone and retain the two-zone system. 308 H/C/V in two licensing Zones.
78. Tameside. Feb 2006 kept restrictions, issued five licenses by ballot, restricted to taxi badge holders only.
79. Teignbridge. TPI survey paid for by local taxi trade. 31/8/05 council decided to retain restrictions.

80. Test Valley. KNW Survey. Report date 17/10/06, Zoning discontinued, issuing 1 license, capping licenses at 35. Review again in 6 months when more ranks have been installed, As of 18/10/06
81. Thurrock ua. Halcrow Survey, Committee 27/9/06. Issuing 2 licenses each year for the next three years then undertaking another survey. Ballot for licenses to take place in January 2007
82. Torbay ua. Survey 2005. Decided 24/3/05 to keep restricted policy.
83. Torrridge. TPI Survey, Keeping restrictions, carrying out review within 12/18 months. As of 24/11/05
84. Trafford. Last survey 2001. Successful legal challenge on 13/10/05 by aggrieved applicant for five licenses. Halcrow surveyed in spring 2006. Issuing 30 licenses immediately and between 5 - 10 annually until waiting list is cleared.
85. Tunbridge wells. KNW survey 2007, decided to issue five new licenses and keep restrictions, WAV only. 105 hacks. As of 27/9/07
86. Wakefield. TPI Survey. Decided to Issue 39 licenses, 21 in Wakefield zone 18 spread across the other 11 zones. Report date 23/3/06. 12 Zones.
87. Wansbeck. Survey costs paid for by local taxi trade, Council voted on 5/7/05 to accept the survey findings and retain restrictions. 30 H/C vehicles.
88. Warrington ua. Keeping restrictions after "in house survey". Issuing 15 licenses in 2005, 15 in 2006 and reviewing their policy in 2007. 109 hacks. No independent survey, open to legal challenge.
89. Weymouth. 14/2/05 Members voted to retain restrictions, no Survey. 2006 update TPI survey undertaken, report to committee expected Sept/October. 80 hacks.
90. Wigan. "Closed" Regulatory committee meeting, 8/9/06 voted to retain restricted policy. Decision confirmed by Cabinet on 21/9/08. Halcrow survey, 136 hacks. Wigan is the only authority in the country that held their decision making in private. In fact they would not release any survey or related data to the public, before a decision on numbers was made.
91. Windsor and Maidenhead ua. TPI Survey. Council retained quantity controls 4/4/06. Three Zones. Currently considering whether to remove quantity controls. As of Jan 2008
92. Worthing. Committee 9/3/06 decided to issue one license and review their policy in 2007. TPI survey.
93. Wyre. Survey 2005 found no unmet demand. Committee met 12/5/05 policy unchanged. 160 H/C.
94. York ua. On 7/9/05 Planning & Transport Advisory Panel recommended the licensing committee maintains the current restricted policy and review the situation in 12 months time. Very limited in-house survey conducted on two days in December 2004. Plate values 40k. Open to legal challenge.

The 4 Councils who have yet to resolve the Government guidance.

*1. Babergh. Three licensing zones. The authority has a preference to create one licensing zone and has now decided that further consideration of all issues surrounding the review of hackney carriage quantity restrictions be deferred until the regulatory reform order on amalgamation of hackney carriage zoning is passed. As of 27/9/07, No survey ever undertaken.

*2. Durham. In 2005 Durham stated in principal their intention to remove restrictions; however no action had been taken up until 2007. At this time the council decided to conduct a survey of unmet demand, which is currently being carried out by TPI. TPI have a track record of producing surveys that consistently show no unmet demand. As of 27/9/07

3. High Peak. KNW survey taking place expected completion date March 2007. 130 hacks. As of 9/2/07
4. Torfaen. Policy decision expected before May 2007. As of 9/2/07

The above two lists comprise the 93 councils who have made a policy decision to retain quantity controls and the 4 who have yet to make a decision on future policy, this realises a total of 97 councils. There are also 54 councils who have voted to remove Quantity controls making a combined Total of 151 councils with the original status of "restriction". Please take note of the situation in "Adur" "Durham" and "Babergh".

54 Councils who have changed their policy from Quantity to mainly Quality control.

- *1. Adur. Unofficial Quality control policy WAV only. Needs to be officially defined.
2. Amber Valley. Changed policy to quality control July 2004. Error in DfT Stats of March 2004.
3. Ashford. Removed restrictions on 3/3/05, quality control.
4. Basildon. Implementing new policy of no restriction 1/4/05 Quality control
5. Bassetlaw. Quality control WAV only.
6. Burnley. Changed policy from Quantity control, to quality control on 12/12/06. As of 16/12/06
7. Cardiff. Voted to lift numbers control On 14th January 2003. The new policy was subject to a failed legal challenge by a vested interest that controlled 58 vehicle licences amounting 12.08% of the total Taxi fleet of 480.
8. Castle Point. Changed policy 6/1/03 Quality control.
9. Chelmsford. Decision to lift numbers control made on January 26th 2005. Quality control.
10. Cherwell. Policy changed to Quality control.
11. Conwy. No restriction on numbers, Quality control, Wav only.
12. Copeland. Issuing 4 licences in 2006, 3 in 2007 and totally removing numbers control on 1/1/08.
13. Crawley. Lifted numbers control September 2002 Quality Control.
14. Denbighshire. Have lifted restrictions with no stipulation of wav requirement.
15. Easington. Changed policy to quality control in late 2005.
16. Eastleigh. Voted on 21/6/05 to remove numbers control in favour of quality control. Effective 1/7/05
17. East Lindsey Quality control.
18. East Northants. Quality control. Should not have been included in the OFT or DfT restricted statistics. Changed policy March 1997.
19. East Riding. Removing restrictions, multiple zoning delayed process rectified in November 2006.
20. Fylde. Removed restrictions 8/3/05, Quality control.
21. Gosport. Removed restrictions on 16/3/05 Quality control.
22. Great Yarmouth. Voted to remove limit on numbers 22/12/04 Quality control.

23. Guildford. Lifted numbers control in June 2004
24. Gwynedd. Removed restrictions October. Proposing grandfather rights for incumbent proprietors.
25. Ipswich. Changed policy on 8/4/05 Quality control.
26. Kerrier. Now Quality control. Should never have been in the OFT or DfT restricted list. Changed policy in 1974.
27. Kettering. Quality control. Implementation 1/4/05
28. Kings Lynn. Survey complete. Committee voted in October to remove Quantity controls.
29. Luton ua. Voted on 8/3/05 to lift quantity control in favour of Quality control.
30. Merthyr removed restrictions 1/12/04 new policy of Quality control.
31. Middles borough ua Quality control.
32. Mole Valley. Change of policy Feb 2005 from quantity control to quality control.
33. New Forest. Committee voted on 18/9/05 to remove numbers control on 1/4/06. Quality control.
34. North East Lincs UA. Quality control.
35. Reigate and Banstead. 30/6/05 full council voted to remove restrictions, quality control.
36. Selby. Quality control WAV only.
37. Slough UA. Quality control.
38. Solihull. Voted to lift numbers control on 4/4/05
39. South Bedfordshire. Lifted numbers control on 9/3/05 quality control policy already in place.
40. Southend on sea ua. Change of policy to quality control on 23/2/06. Yearly issues of 8, 10, 12, 14, licenses, followed by complete de-limitation.
41. South Ribble. Resolved to de limit numbers on 7/3/05.
42. South Somerset. Quality control.
43. Stratford-upon-Avon. De-limited numbers June 2004. Q/C. Error in 2004 DfT T&PH report.
44. Swindon ua. Voted on 20/7/05 to remove restrictions in favour of quality control.
45. Thanet. Decided on 17/5/05 to remove restrictions and also create one Taxi zone.
46. Walsall. Removed restrictions 1/4/05 Quality control policy.
47. Watford. Last survey 2001. Finally removed Quantity controls on 13/11/06 after initial decision in October 2005 was legally challenged for lack of consultation.
48. Welwyn Hatfield. Re-restricted in 2003 Set to remove restrictions on 11/4/06.
49. West Somerset. Quality control.
50. Wolverhampton. Removed restrictions late 2005 quality control.
51. Woking Gradual lifting of restrictions, quality control, full de limitation in April 2007. Decision to change policy taken Dec 2004. Error in DfT Stats of March 2004.

52. Wrexham. Removed restrictions on numbers. Has recently implemented English language tests.

53. Wycombe. Policy change July 2004. Quality control, Error in DfT data of March 2004.

54. Wyre Forest. Halcrow survey carried out, paid for by license holders. Decided on 18/5/05 to phase out numbers restrictions by issuing 10 new licenses immediately by ballot, 5 in 2006 and 2007 and completely remove numbers control in 2008.

Plate Value Database 27/9/07.

The information compiled in the plate value database reflects the plate values in 37% or 36 of the 97 combined authorities who have either made a decision to restrict numbers or are considering that option. This leaves 61 authorities yet to be researched. Two licensed areas not listed namely Penwith which has a plate value of 25k and Southampton which has a plate value of 30k. York plate values have increased to 55k

Council. Value. Quota. Total value

Liverpool £45,000	1417	£63,765,000
Manchester £45,000	970	£43,650,000
Brighton Hove £45,000	479	£21,555,000
Newc no conditions £45,000	339	£15,255,000
Newc Conditions £30,000	441	£13,230,000
Bradford £55,000	224	£12,320,000
Leeds no conditions £45,000	263	£11,835,000
Blackpool. £45,000	256	£11,520,000
Leeds with conditions £35,000	275	£9,625,000
York ua £55,000	158	£8,690,000
Oxford £80,000	106	£8,480,000
Plymouth ua £20,000	359	£7,180,000
Portsmouth £25,000	234	£5,850,000
Nottingham £10,000	415	£4,150,000
Oldham £45,000	85	£3,825,000
Knowsley £15,000	240	£3,600,000
Sefton £13,000	271	£3,523,000
Halton ua £12,000	267	£3,204,000
Aylesbury Vale £60,000	50	£3,000,000

Tameside £20,000	143	£2,860,000
Preston £15,000	187	£2,805,000
Wigan £20,000	136	£2,720,000
Halifax £70,000	37	£2,590,000
Stockport £22,000	114	£2,508,000
Rochdale £22,000	103	£2,266,000
Eastbourne £25,000	84	£2,100,000
Trafford £15,000	133	£1,995,000
Hastings £40,000	48	£1,920,000
Chester £25,000	73	£1,825,000
Bath NES £20,000	90	£1,800,000
Salford £22,000	78	£1,716,000
Warrington £15,000	109	£1,635,000
Blackburn £20,000	64	£1,280,000
Worthing £20,000	60	£1,200,000
Bolton £12,000	104	£1,248,000
Restormel £12,000	74	£888,000
St Helens £12,000	63	£756,000
Ellesmere Port £13,000	40	£520,000

Total value £288,889,000

Consultation Responses to Plate Restriction –

(Any views expressed are that of individual respondents – Not the Views of HBBC)

Ref.	Respondent	Comments	<i>For Plate Restriction</i>	<i>Against Plate Restriction</i>
RESP 1	Area Link Travel	I would be against such a move as it would result in licences only going to the highest bidder, it would end up like a cartel in the hands of the few, and I would sooner let market forces take control, resulting in the most efficient continuing.		Against Plate Restriction
RESP 2	A1 Taxis	The proprietor does not agree with plate restriction. The proprietor of A1 Taxis thinks of the customers needs first. A1 occasionally run out of drivers for jobs and feel that restricting plates would be a detriment to the customers needs. The proprietor feels that the taxi market will find its own balance. The proprietor stated that he runs a 24 hour 365 day business and that restrictions on drivers and vehicles would be a detriment to his business also.		Against Plate Restriction
RESP 3	Mr. R – Independent Driver	Worked in the trade for over 30 years. 20 taxi rank spaces, 147 Hackneys. We have regular drivers and some that work part time. We have two items in our favour 1. The two major players A1 and Station taxis do not use the taxi rank due to their own work / computer systems. 2. The Police / Traffic Wardens have turned a blind eye to our illegal parking on the corner of Lancaster Road. Use of Hinckley Town Centre by customers is in decline. Plus Bus companies run free transport for OAP's.	For Plate Restriction.	

RESP 4	Burbage Taxis	<p>Thank you for looking into our concerns.</p> <p>I appreciate that by restricting hackney carriage licenses that we very well see an increase of private hire vehicles.</p> <p>I would support an amendment to the licensing conditions that includes new applicants passing DSA driving test and gaining a successful pass on the BTEC level 2 award in transporting passengers in taxis.</p>	For Plate Restriction.	
RESP 5	Fosseway taxis	<p>In response to your letter regarding regulation.</p> <p>I can say I am writing with the views also of to other drivers who do not currently have access to PC.</p> <p>We have all said for a long time not that there are “too many taxis” and “too little rank space” and all AGREE that PLATES SHOULD BE LIMITED FROM NOW ON.</p> <p>Surely if they’re worth a few quid in later years that is good for retirement???!!!!!</p>	For Plate Restriction	
RESP 6	Mr. S – Independent Driver	<ol style="list-style-type: none"> 1. To issue more private hire plates in order to reduce congestion on the taxi rank. 2. To ban 6/8 seater vehicles from Hackney Carriage to Private Hire, therefore less congestion on the Taxi rank. 3. Priority should be given to Hinckley (Council Tax) payers for the issue of a Hackney Badge. 4. Company Cars should not be allowed to work for 24 ours driven by shift drivers. 5. Larger Fleet Operating company should be restricted to Hackney Carriage plate, again to reduce congestion on the Taxi Rank and create more work for the Owner Driver. 	For Plate Restriction.	

RESP 7	Mrs. B – Independent Driver	<p>In reply to your letter dated 7/03/08, I would like to air my views. As I see it, we have two large taxi companies, Station and A1. Station has their own pick up point and very rarely do you see them on the rank, their people either ring or go to the station to obtain a taxi.</p> <p>A1 however are very different.</p> <p>There can be several of their cars at any one time on the rank, and people do choose to use them, which is fine that's their choice, but when independent taxis have sat on the rank at number 1 for an hour, sometimes 2 or more, and A1 sat, at say number 4 for example, pulls away with a fare, it is soul destroying. If they want A1 they would then go to their pick up point.</p> <p>Repositioning of the rank would, I believe, also help i.e.; Station road from The Horsefair would become the rank and opening up the borough for 'taxis only,' with the first car being outside the jewellers, (which I believe is Goldust), being able then, to turn either left or right onto the bus route. Why should our passengers pay extra to go all the way round, they pay more than the 'bus fare'.</p> <p>To prevent other traffic using it, we could be issued with passes for the barrier, perhaps a combination with our taxi badge?</p> <p>This would then free up more desperately needed 30 minute parking spaces, with the first few 'unlimited time' for the disabled.</p> <p>Finally, licences should only be issued to people living in the HBBC district.</p>	For Plate Restriction.	
RESP 8	Mr. R – Independent Driver	<p>In response to your letter of the 7th March 2008 regarding the restriction of hackney carriage vehicle licences I would like to bring to your attention the following which I feel supports your idea of bringing in the D.S.A Driving Test and the BTEC Level 2 Award in Transporting Passengers by Taxis for new applicants of a hackney carriage drivers licence.</p> <p>I myself had to pass the D.S.A Driving Test as a new applicant in 2003 as it was a requirement at that time. This was scrapped by the council as not enough people could pass the test and the larger taxi operators complained about the lack of availability of licensed drivers.</p>		Against Plate Restriction

		<p>Recently there has appeared to be a lack of demand for the services of hackney carriages in the area as Hinckley taxi rank has become overcrowded with taxis to the point where there are not enough spaces for all. I feel the public's trust in the local taxi trades ability to provide an acceptable standard of service is at a low point. There are several reasons for this.</p> <p>In my opinion there is a lack of respect amongst new taxi drivers licensed in the Hinckley and Bosworth area because the Hackney Carriage Licence is too easy to obtain.</p> <p>Also current taxi drivers in the area are becoming a law unto themselves as too many incidents are going unpunished by the council. I realise this is a difficult and sometimes sensitive area but in my opinion many local taxi drivers are becoming almost untouchable which in turn is fuelling their irresponsible behaviour.</p> <p>Hinckley is a small market town and incidents of the nature I have raised do not go unnoticed by the public. I feel this is tarnishing the local taxi trades image and in turn affecting peoples willingness to put their trust in taxis in what is already a difficult period for everyone.</p> <p>For these reasons I therefore agree with the council that we do not need restrictions on hackney carriage vehicle licences but instead it would be more beneficial to the local taxi trade to try and raise driving and service standards by introducing the D.S.A Driving Test and the BTEC Level 2 Award for new applicants.</p>		
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RESP 9	Mr. C. Independent Driver	<p><u>Background</u></p> <p>I agree that over the last few months, there has been a reduction in the number of taxi customers, and / or an increase in the number of taxis waiting on the rank, at times.</p> <p>This may be a result of the national economic situation, which has reduced the disposable income of both :</p> <ul style="list-style-type: none"> Customers, so they are going out less Drivers, so they want to earn more <p>However, I don't think this situation will continue long-term. Even if the economic situation continues, or deteriorates, this may prompt more customers to abandon car ownership completely.</p> <p>Reducing the number of Hackney Carriage vehicles may have the opposite effect; if customers find they cannot rely on getting a taxi when they need one, they will turn to other forms of transport.</p> <p>The recent increase in fuel cost, has a mixed effect, in that :</p> <ul style="list-style-type: none"> Each taxi journey has a greater overhead, but Customers who can, may be less inclined to use their own vehicles <p><u>Assessment</u></p> <p>There is a variation according to season, weather, day, and time, of :</p> <ul style="list-style-type: none"> Demand for taxis by customers Supply of taxis by drivers <p>These periods can be considered as :</p> <ul style="list-style-type: none"> Mid-week day-time "working hours" <ul style="list-style-type: none"> Customers are matched by the drivers with the same life pattern Drivers working 9 – 5 Monday – Friday, support customers who are shopping and working Mid-week night-time "quiet hours" <ul style="list-style-type: none"> Not much is going on. Other times "social hours" 	Did not state	Did not state
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		<p>There is an almost inverse correlation in supply and demand Customers are enjoying their free time, just when the drivers are <u>not</u> enjoying theirs</p> <p>This explains the premium cost at night, during Bank Holidays, and at Christmas / New Year.</p> <p>Night-time and inclement weather, are more stressful for the driver, and the vehicle; so supply goes down. However, it is also worse for walking, or driving by the potential customer, so the demand goes up. As the weather becomes more severe, demand may then start to fall, but the supply / demand ratio is unpredictable. More recently, the indoor smoking ban may have made Public Houses less popular during inclement weather, and so the seasonal and weather variation is reduced.</p> <p>However, I often arrive at the rank to find customers waiting, or am the only car on the rank. I do make an effort not to take a break at this point.</p> <p><u>Implementation</u></p> <p>If the number of vehicles was to be limited, then would this be done by :</p> <p>a) Preventing new registrations, and relying on natural wastage This would be a very slow way to reduce numbers By preventing replacement, the average vehicle fleet age would increase</p> <p>b) De-licensing existing vehicles This would require some sort of decision to be made, as to which drivers will be inconvenienced Perhaps the best way, would be to choose the drivers, who are stating there are too many vehicles? If a limit on the number of vehicles was announced for a future date, then some would be registered, just to beat the deadline, meaning an immediate <u>increase</u> in number.</p>		
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		<p>I'd be interested to see, of the 94 Authorities that have a limit, when that limit was introduced, how it was implemented, and how it was received?</p> <p>Reducing the number of registered vehicles from 147 to say 50, might still allow 50 vehicles to try and park on the rank at the same time, when there is very little work to do.</p> <p>Some taxis are shared by many drivers, who share work around the clock, and the week. A single vehicle may be active for most of the 168 hours.</p> <p>Others vehicles are used by a sole driver, working limited hours, so the same 168 hours are supported by many drivers, in several vehicles.</p> <p>When the number of vehicles is limited, then a change in law, tax, economic climate, or population, will probably require an increase in the future. How would those extra plates be allocated?</p> <p>The premium value attached to the plate would go down.</p> <p>This would cause even more annoyance.</p> <p>The Borough covers a large geographic area. I think includes at least Desford, Bosworth, and Stoney Stanton.</p> <p>When there is a fare change, the designated car park is full of drivers and vehicles I've never seen before, with logos far and wide.</p> <p>Although there may be too many vehicles in Hinckley, would the limit discourage registration by drivers living in those outlying villages? If registration in local villages would be allowed, then drivers could register their car to an out-lying citizen, but work in Hinckley anyway.</p> <p><u>Customer Effect</u></p> <p>When customers complain that they have been waiting too long on the rank, or the fares are too expensive, drivers can suggest that with "all this lucrative work" available, they could become registered, and help us out.</p> <p>Customers usually reply that they wouldn't work for such little money, wouldn't put up with drunks on a Saturday night, and like to enjoy their free time too much.</p> <p>However, if the number of vehicles were limited, they'd write to the Council and complain that we are an unfair monopoly.</p>		
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		<p>Removing one vehicle from the list could therefore reduce supply, during a different part of the day / week. More likely, the night driver and weekend driver would borrow the day driver's car, and so the number of vehicles in use at any time, would be unchanged.</p> <p>If the Borough has a total of 189 drivers, and 147 vehicles, that means : A ratio of about 1.3 drivers / car At least 105 vehicles, have just 1 driver</p> <p>Most Hackney Carriage vehicles in the Borough are 4-seat saloons, but there are also several estate cars, and a few multi-seat vehicles who work the rank. Would the vehicle limit be a total, or only a limit on 4-seat saloons?</p> <p>Customers often want more passengers than the vehicle is licensed for, and they may complain if the rank has only 4-seat saloons.</p> <p>At times of high demand, and low supply : The number of fares is higher, haggling doesn't really work, and a return trip is more likely.</p> <p>At times of low demand, and high supply : The number of fares is lower, haggling for a better deal is more likely, and a return trip is less likely.</p> <p>High demand and low supply, means higher earnings per hour, and per mile. There is therefore a natural financial encouragement for drivers to work more, when they are most needed, which helps to regulate the supply / demand ratio.</p> <p>The Disability Regulations are moving to require all Hackney Carriages to be disabled access, but if this means drivers choose to become Private Hire, then nothing has been gained.</p>		
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<p>RESP 10</p>	<p>Hinckley Taxi Association.</p>	<p>As the Association Representative for The Hinckley Taxi Association and an operator of Hinckley Taxis. I am writing to you regarding the issue of regulating plate numbers in the Hinckley & Bosworth area. It has been brought to my attention that some drivers have wrote in requesting that the Council take steps to implement this measure, so as to help maintain and preserve existing firms operating in the area. As I have discussed this with you before you are in fact aware that I am not in favour of the regulation of plate numbers in any circumstance. The reasons for this are as follows: To implement the Council would have to conduct a survey by an authorised professional company that would ascertain whether there is an unmet demand.</p> <p>This sounds easy enough but the cost of this survey normally costs anything between £ 15,000 and £ 20,000. The cost of this is partly funded by the rate payers but the majority of the cost must be redeemed from the trade it is intended to protect, this would impact the trade eventually as the price of plates would rocket, putting added pressure on an already struggling trade.</p> <p>Also the Humanities Law states that everyone has the right to work; by regulating the number of plates the Council would have to obtain a court order that would explain fully as to why they can justify the regulation of plate numbers, Any Court in the land would be very careful about challenging any government act such as the Human Rights Act 2000. There would be most likely be someone who would feel it necessary to challenge this act which would mean the Council could be taken back into court on regular occasions. This would put more strain on the department incurring more costs which again could be funded by the trade causing increased financial costs.</p> <p>In past history there has been restriction in plate numbers in other areas this has encouraged criminal activity. This is because the costs of plates in these areas soar to extortionate rate one example being in the East End of London, in 1976 the cost of a plate was worth in the region of £38,000. This was in fact an extortionate rate for that time. This in turn attracted interest from criminal bodies which used the trade for things such as money laundering, drug trafficking and other unmentionable activities, although there are such things as the CRB checks today, where there's a will there's a way.</p>	<p>Against Plate Restriction.</p>
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		I am of the opinion that it's not just the Taxi trade that is suffering in the Hinckley area, also the pub and entertainment trade and the retail trade is suffering also. I have actively been and spoke to different people involved in other outlets and they are all suffering losses of one type or another. However if there was a quick fix for this I would be only too happy to share it with you but I am afraid it is more to do with the whole entire economic state of the whole country rather than just the Hinckley & Bosworth area.		
Total			5 for Restriction	4 Against Restriction