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Northumberland
County Council

Your ref:
Our ref:
Enquiries to: Heather Bowers
Email:
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Tel direct: 01670 622609
Date: 08 February 2022

Dear Sir or Madam,

Your attendance is requested at a meeting of the **LICENSING & REGULATORY COMMITTEE** to be held in **MEETING SPACE - BLOCK 1, FLOOR 2 - COUNTY HALL** on **WEDNESDAY, 16 FEBRUARY 2022** at **1.30 PM**.

Yours faithfully

Daljit Lally
Chief Executive

To Licensing & Regulatory Committee members as follows:-

Jl Hutchinson (Chair), C Hardy (Vice-Chair), K Parry, T Cessford, C Seymour, A Sharp, J Beynon, D Ferguson, J Foster, B Gallacher, C Humphrey, S Lee, C Taylor, A Wallace and K Nisbet

Any member of the press or public may view the proceedings of this meeting live on our YouTube channel at https://www.youtube.com/NorthumberlandTV. Members of the press and public may tweet, blog etc during the live broadcast as they would be able to during a regular Committee meeting.

Members are referred to the risk assessment, previously circulated, for meetings held in County Hall. Masks should be worn when moving round but can be removed when seated, social distancing should be maintained, hand sanitiser regularly used and members requested to self-test twice a week at home, in line with government guidelines.

AGENDA

PART I

It is expected that the matters included in this part of the agenda will be dealt with in public.

1. APOLOGIES FOR ABSENCE

2. MINUTES (Pages 1 - 4)

3. SUBCOMMITTEE MINUTES (Pages 5 - 12)

To receive for information the following Minutes of the Licensing and Regulatory Subcommittees:

29 September 2021
28 October 2021

4. DISCLOSURE OF MEMBERS' INTERESTS

Unless already entered in the Council's Register of Members' interests, members are required to disclose any personal interest (which includes any disclosable pecuniary interest) they may have in any of the items included on the agenda for the meeting in accordance with the Code of Conduct adopted by the Council on 4 July 2012, and are reminded that if they have any personal interests of a prejudicial nature (as defined under paragraph 17 of the Code Conduct) they must not participate in any discussion or vote on the matter and must leave the room. NB Any member needing clarification must contact Legal Services, on 01670 623324. Please refer to the guidance on disclosures at the rear of this agenda letter.

5. REPORTS OF THE HEAD OF HOUSING AND PUBLIC PROTECTION

5.1 Hackney Carriage and Private Hire Licence (Pages 13 - 86)

To update Members with the responses received in relation to the recent taxi consultation in respect of areas associated with the licensing of hackney carriages, and/or private hire vehicles and drivers:

5.2 Hackney Carriage Tariff (Pages 87 - 98)

To update Members on consultation responses on whether there should be changes to the current hackney carriage tariff.

5.3 Tax Conditionality for Taxi and Scrap Metal Licence (Pages 99 - 102)

To update Members about new requirements from 4 April 2022 for

licensing authorities to complete a tax check when renewing licences to:

· drive taxis or private hire vehicles
· operate private hire vehicle businesses
· deal in scrap metal

6. NEXT MEETING

The next meeting of the Licensing and Regulatory Committee will commence be Wednesday 27 April 2022.

7. URGENT BUSINESS

IF YOU HAVE AN INTEREST AT THIS MEETING, PLEASE:

- Declare it and give details of its nature before the matter is discussion or as soon as it becomes apparent to you.
- Complete this sheet and pass it to the Democratic Services Officer.

Name (please print):
Meeting:
Date:
Item to which your interest relates:
Nature of Registerable Personal Interest i.e either disclosable pecuniary interest (as defined by Annex 2 to Code of Conduct or other interest (as defined by Annex 3 to Code of Conduct) (please give details):
Nature of Non-registerable Personal Interest (please give details):
Are you intending to withdraw from the meeting?

1. Registerable Personal Interests – You may have a Registerable Personal Interest if the issue being discussed in the meeting:

a) relates to any Disclosable Pecuniary Interest (as defined by Annex 1 to the Code of Conduct); or

b) any other interest (as defined by Annex 2 to the Code of Conduct)

The following interests are Disclosable Pecuniary Interests if they are an interest of either you or your spouse or civil partner:

(1) Employment, Office, Companies, Profession or vocation; (2) Sponsorship; (3) Contracts with the Council; (4) Land in the County; (5) Licences in the County; (6) Corporate Tenancies with the Council; or (7) Securities - interests in Companies trading with the Council.

The following are other Registerable Personal Interests:

(1) any body of which you are a member (or in a position of general control or management) to which you are appointed or nominated by the Council; (2) any body which (i) exercises functions of a public nature or (ii) has charitable purposes or (iii) one of whose principal purpose 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); or (3) any person from whom you have received within the previous three years a gift or hospitality with an estimated value of more than £50 which is attributable to your position as an elected or co-opted member of the Council.

2. Non-registerable personal interests - You may have a non-registerable personal interest when you attend a meeting of the Council or Cabinet, or one of their committees or sub-committees, and you are, or ought reasonably to be, aware that a decision in relation to an item of business which is to be transacted might reasonably be regarded as affecting your well being or financial position, or the well being or financial position of a person described below to a greater extent than most inhabitants of the area affected by the decision.

The persons referred to above are: (a) a member of your family; (b) any person with whom you have a close association; or (c) in relation to persons described in (a) and (b), their employer, any firm in which they are a partner, or company of which they are a director or shareholder.

3. Non-participation in Council Business

When you attend a meeting of the Council or Cabinet, or one of their committees or sub-committees, and you are aware that the criteria set out below are satisfied in relation to any matter to be considered, or being considered at that meeting, you must : (a) Declare that fact to the meeting; (b) Not participate (or further participate) in any discussion of the matter at the meeting; (c) Not participate in any vote (or further vote) taken on the matter at the meeting; and (d) Leave the room whilst the matter is being discussed.

The criteria for the purposes of the above paragraph are that: (a) You have a registerable or non-registerable personal interest in the matter which is such that a member of the public knowing the relevant facts would reasonably think it so significant that it is likely to prejudice your judgement of the public interest; **and either** (b) the matter will affect the financial position of yourself or one of the persons or bodies referred to above or in any of your register entries; **or** (c) the matter concerns a request for any permission, licence, consent or registration sought by yourself or any of the persons referred to above or in any of your register entries.

This guidance is not a complete statement of the rules on declaration of interests which are contained in the Members' Code of Conduct. If in any doubt, please consult the Monitoring Officer or relevant Democratic Services Officer before the meeting.

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NORTHUMBERLAND COUNTY COUNCIL

LICENSING AND REGULATORY COMMITTEE

At a meeting of the **Licensing and Regulatory Committee** held on Tuesday 24 August at 1.30 p.m.

PRESENT

Councillor I Hutchinson
(Chair, in the Chair)

MEMBERS

J Beynon	K Parry
D Ferguson	C Seymour
C Hardy	A Sharp (part)
C Humphrey	A Wallace
K Nisbet	

OFFICERS

H Bowers	Democratic Services Officer
T Hardy	Licensing Manager
N Masson	Principal Solicitor
P Soderquest	Head of Housing and Public Protection

01. MEMBERSHIP AND TERMS OF REFERENCE

The Membership and Terms of Reference, as agreed by Council at the meeting on 26 May 2021 had been circulated for information.

The Chair welcomed the new members and invited all members and officers to introduce themselves.

RESOLVED that the Licensing & Regulatory membership and terms of reference, as agreed by Council on 26 May 2021, be noted.

02. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Cessford and Gallacher.

Ch.'s Initials……

03. MINUTES

The minutes of the meeting of the Licensing and Regulatory Committee held on Wednesday 11 February 2021, as circulated be confirmed as a true record and signed by the Chair.

With reference to page 4, second last paragraph of the minutes. A member requested that details of the number of electric or hybrid licensed vehicles be circulated to the new members of the committee.

04. SUBCOMMITTEE MINUTES

RESOLVED that the Subcommitee Minutes of the Licensing and Regulatory Subcommittee held on 1 July 2021 be received for information.

REPORTS OF THE HEAD OF HOUSING AND PUBLIC PROTECTION

05. HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING

Phil Soderquest, Head of Housing and Public Protection informed members that the purpose of the report was to update members and seek approval for consultation with the relevant bodies and licensed trade in respect of the following areas:-

- Review of the Council's Hackney Carriage and Private Hire Licensing Policy, including the Government's statutory taxi and private hire vehicle standards and vehicle emissions.
- Hackney Carriage Zones
- Hackney Carriage Tariff

Mr Soderquest reminded members that they should not express any views or otherwise prior to the consultation and that members would be able to make comment post consultation.

(Councillor Sharp joined the meeting at 1.34 pm).

<u>Review of the Council's Hackney Carriage and Private Hire Licensing Policy</u>

For the benefit of new members, it was explained that a policy had been in place for a number of years, which consisted of the policies of 6 district council's following Local Government Organisation. The Government had issued statutory taxi and private hire vehicle standards to licensing authorities outlining how they should carry out their licensing function.

There was an expectation that those recommendations were implemented by local authorities unless there was a compelling local reason not to.

Licensing Officers had reviewed the standards (Mr Soderquest conveyed his thanks for this) and where the Council's policy did not already contain those elements, it was proposed to consult the trade on the implementation. (Table on pages 15-23 of the report).

(Councillor Foster joined the meeting at 1.37pm).

The purpose of the standards was to protect children and vulnerable people from harm, eg child sexual exploitation. Many of the proposals were already embedded within the Council's policy.

One of the standards related to adequate member training and further training would be provided on Sexual Exploitation and progressed with all licensing and regulatory members, to ensure that they were more informed.

The Council already had a robust approach and as Head of Service, Mr Soderquest was able to act on any matters of urgency through delegation and in consultation with the Chair of Licensing and Regulatory.

Mr Soderquest informed members that there had to be serious and compelling reasons why the statutory guidance as set out, should not be followed. A member queried the timescale for self-reporting of incidents. It was advised that the Council worked in partnership with Northumbria Police in matters or emergency as well as the Council's 24 out of hours response.

Vehicle Emissions

The North East Strategic Licensing Group (NESLEG) had been asked to develop a set of standards for vehicles used as Hackney Carriages or Private Hire vehicles. There had been no consistency across the polices which had been adopted. Some authorities had not set emissions or age standards; however, Northumberland had used the European Standards.

Hackney Carriage Zones

The Local Government Reorganisation in 2009 had created 6 hackney carriage zones which had replaced the former district boundaries. A hackney carriage licensed to ply for hire in one zone could not ply for hire in another zone. The options available to the Council at the time were to retain the zones or remove them all.

A review of Taxi and Private Hire Services in 2012 by the Law Commission recommended that Councils had the ability to determine different zones should they wish to but the Council's zones had remained the same. The recommendation of the Law Commission was never brought forward and it was now appropriate to revisit the zones.

The following information was provided in response to questions from Members:

- All taxi licensing providers would be consulted and some local consultation may be carried out.
- There was nothing in the policy that would restrict the number of accessible vehicles which could also be used by anyone.
- The Committee may decide to link emission matters and meaningful journeys, and discuss after the consultation. The ambition of the Council was to reduce emissions and increase in electric vehicles.
- The number of licensed vehicles, drivers and how many licences belonged to traders would be included in the next report
- The Council was actively looking at how the infrastructure could be improved for charging stations and create capacity. This could be discussed with Matt Baker, Improvement and Innovation Service Director from a climate change perspective.

Hackney Carriage Tariff

The Authority was responsible for setting the hackney carriage tariff which was set as a maximum tariff. This sometimes created local problems, some businesses did apply the maximum tariff rigidly while others were flexible.

The tariff was being reviewed and would also be consulted on.

It was hoped to report back to the December meeting.

RESOLVED that the contents of the report be noted and the consultation with the relevant bodies and licensed trade in respect of the following areas be agreed:-

1. Review of the government's Hackney Carriage and Private Hire Licensing Policy, including Government's statutory taxi and private hire vehicle standards.

2. Hackney Carriage Zones

3. Hackney Carriage Tariff

06. FUTURE MEETINGS

RESOLVED that the future meetings be noted.

CHAIR _____

DATE _____

Ch.'s Initials……

NORTHUMBERLAND COUNTY COUNCIL

LICENSING AND REGULATORY SUB-COMMITTEE

At a meeting of the **Licensing and Regulatory Sub-Committee held in Committee Room 1, County Hall, Morpeth, NE61 2EF** on **Thursday, 23 September 2021** at **10.00 am**

PRESENT

Councillor J I Hutchinson
(in the Chair)

MEMBERS

J Beynon (Reserve)
T Cessford
C Humphrey

OFFICERS

H Bowers	Democratic Services Officer
M Bulman	Lawyer, Legal Services
H Gebbie	Senior Licensing Officer

1. ELECTION OF CHAIR

RESOLVED that Councillor Hutchinson be elected as Chair for the duration of the meeting.

2. EXCLUSION OF PRESS AND PUBLIC

RESOLVED:-

(a) that under Section 100A of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following items on the Agenda as they involved the likely discussion of exempt information as defined in Part 1 of the Schedule 12(A) of the 1972 Act, and
(b) that the public interest in maintaining the exemption outweighs the public interest in disclosure for the following reasons:-

Agenda Item 4, Paragraph 1 of Part 1 of Schedule 12A

"information relating to any individual."

Ch.'s Initials……

PART II

3. REPORT OF THE HEAD OF HOUSING & PUBLIC PROTECTION

Case No. 23.09.21/431

The applicant was in attendance.

Introductions were made and the Chair explained the procedure to be followed.

The Senior Licensing Officer informed members that an application had been received which officers were unable to deal with under delegated powers.

The Subcommittee was asked to consider the application and the applicant's representations along with the written and oral report of the Senior Licensing Officer and relevant law and guidance policy to determine whether or not the applicant was a fit and proper person to hold such a licence. It was stated that the burden of proof rested upon the applicant and the standard of proof was the civil standard of proof.

The applicant submitted his case in support of his application and then answered questions from the Subcommittee.

Members of the Subcommittee and legal adviser retired to make their decision:-

The committee has refused your application for a Hackney Carriage Drivers Licence and do not consider you to be a fit and proper person.

Summary of Reasons:

1) The committee is concerned that you have a history of driving convictions and incidents where your judgement and actions have fallen short of that of a fit and proper person.

2) You have convictions for two motoring offences in 2014 where reference is given to the number of points accumulated and the nature of a careless driving offence when a vehicle was hit when both were travelling at speed. You did not declare these two convictions on your current application form and informed the committee that they were not on your DVLA report and you did not think you had to disclose them.

3) In 2016 you were involved in a road traffic incident whereby on your account you had taken a legal high.

4) The Subcommittee note that you also have a further road traffic conviction recorded against you for an offence of failing to give information as to the identity of a driver.

5) The committee has taken into account that you have a pattern of road traffic incidents and do not deem you to be a safe driver with a good driving record.

CHAIR _____

DATE _____

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NORTHUMBERLAND COUNTY COUNCIL

LICENSING AND REGULATORY SUB-COMMITTEE

At a meeting of the **Licensing and Regulatory Sub-Committee held in Committee Room 1, County Hall, Morpeth, NE61 2EF** on **Thursday, 28 October 2021** at **10.00 am**

PRESENT

Councillor J I Hutchinson
(in the Chair)

MEMBERS

T Cessford	B Gallacher (Reserve)
C Humphrey	

OFFICERS

H Bowers	Democratic Services Officer
M Bulman	Lawyer, Legal Services
H Gebbie	Senior Licensing Officer

1. ELECTION OF CHAIR

RESOLVED that Councillor Hutchinson be elected as Chair for the duration of the meeting.

2. EXCLUSION OF PRESS AND PUBLIC

RESOLVED:-

(a) that under Section 100A of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following items on the Agenda as they involved the likely discussion of exempt information as defined in Part 1 of the Schedule 12(A) of the 1972 Act, and
(b) that the public interest in maintaining the exemption outweighs the public interest in disclosure for the following reasons:-

Agenda Item 4, Paragraph 1 of Part 1 of Schedule 12A

"information relating to any individual."

Ch.'s Initials……

PART II

3. REPORT OF THE HEAD OF HOUSING & PUBLIC PROTECTION

Case No. 28.10.21/422

The applicant was in attendance with his Legal Representative

Introductions were made and the Chair explained the procedure to be followed.

The Senior Licensing Officer informed members that an application had been received which officers were unable to deal with under delegated powers.

The Subcommittee was asked to consider the application and the applicant's representations along with the written and oral report of the Senior Licensing Officer and relevant law and guidance policy to determine whether or not the applicant was a fit and proper person to hold such a licence. It was stated that the burden of proof rested upon the applicant and the standard of proof was the civil standard of proof.

The applicant submitted his case in support of his application and then answered questions from the Subcommittee.

Members of the Subcommittee and legal adviser retired to make their decision:-

The Subcommittee has determined to **GRANT** your private hire drivers licence and deem you to be a fit and proper person. The Subcommittee has taken into account that more than 3 years has now elapsed since your convictions for criminal damage and threatening behaviour in terms of the Council's guidelines. The Subcommittee has also taken into account that the convictions occurred from the same incident and you have no other convictions recorded against you. The Subcommittee has taken into account that previous medical issues have been resolved and that you have been granted a LGV and PCV licence by the Office of the Traffic Commissioner.

Noting that your convictions occurred from one incident, the Subcommittee hopes that there will be no repetition of any circumstances which could lead to any future police involvement which could jeopardise your fitness to hold a licence and hope that you will not appear before the committee again.

CHAIR _____

DATE _____

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Northumberland
County Council

LICENSING AND REGULATORY COMMITTEE

DATE: 16 FEBRUARY 2022

Hackney Carriage and Private Hire Licensing

Report of Philip Soderquest, Head of Housing and Public Protection

Cabinet Member: Cllr. Colin Horncastle – Portfolio Holder Community Services

Purpose of report

To update Members with the responses received in relation to the recent taxi consultation in respect of areas associated with the licensing of hackney carriages, and/or private hire vehicles and drivers:

Recommendations

1) Members note the contents of the report.
2) Consider the responses to the consultation and consider whether to:
   a) Approve the following additional conditions
      i) A condition to be added to hackney carriage and private hire vehicle licences, which would require a notice to be displayed in all licensed vehicles, providing details of how to make a complaint.
      ii) A condition for all licensed vehicle proprietors, operators, directors and partners with Northumberland County Council, to have an annual basic disclosure from the DBS and to advise the licensing authority of any change in directors or partners.
      iii) A condition, that on the granting of a private hire operator licence, a register will be required to be kept of all staff who will be taking bookings or dispatching vehicles.
      iv) a standard condition is to be attached to a Private Hire Operator's Licence which states;
      A driver who holds a PCV licence and who has the use of a public service vehicle (PSV) such as a minibus to undertake a private hire vehicle booking, should not be permitted without the informed consent of the booker.
      Where a private hire vehicle is unsuitable, the booker will be informed that a PSV is necessary, and that a PCV licensed driver will be used who is subject to different checks and not required to have an enhanced DBS check. (Unless the driver also holds a private hire drivers' licence).
      or
   b) Determine not to include the conditions.
3) Consider the consultation responses relating to the emissions policy and consider whether to:
   a) Approve the proposal and agree a timeframe for implementation
   b) Amend the proposal and agree further consultation with the licensed trade or
   c) Determine not to adopt the proposal and take no further action.

4) Consider the consultation responses relating to the hackney carriage zones and consider whether to:
   a) Agree to the removal of the six hackney carriage licensing zones or
   b) Decide to retain the current arrangements.

Link to Corporate Plan

This report is relevant to the Living and Enjoying priorities included in the NCC Corporate Plan 2018-2021 and recognises 'Responding to Climate Change: A Statement of Intent'

Key issues

The original Hackney Carriage and Private Hire Licensing Policy, which sets out the approach the Council will take when exercising its discretion when making decisions about hackney and private hire licensing and associated matters, was adopted in 2010 and has been subject to review and minor amendment over recent years.

On 24th August 2021 the Licensing and Regulatory Committee approved a consultation exercise to look into four specific areas of the policy:

- Review of the Council's Hackney Carriage and Private Hire Licensing Policy in line with Governments statutory taxi and private hire vehicle standards
- Vehicle emissions
- Hackney Carriage Zones
- Hackney Carriage Tariff. (to be reported in separate report)
- The consultation period initially ended on 19th December 2021 but was further agreed to extend the period until 26th January 2022.
- There have been 332 responses received via an online system or email.

Background

<u>Statutory Taxi & Private Hire Vehicle Standards</u>

In July 2020 the Department of Transport issues a document called Statutory Taxi & Private Hire Vehicle Standards. The document recommends that the standards should be put into practice and administered appropriately to mitigate the risk posed to the public. The purpose of setting standards is to protect children and vulnerable adults, and by extension the wider public, when using taxis and private hire vehicles.

The Consultation requested the views in relation to the following questions:

- A proposed condition to be added to hackney carriage and private hire vehicle licences, which would require a notice to be displayed in all licensed vehicles, providing details of how to make a complaint.
- A proposed condition for all licensed vehicle proprietors, operators, directors and partners with Northumberland County Council, to have an annual basic disclosure from the DBS and to advise the licensing authority of any change in directors or partners.
- A condition is proposed, that on the granting of a private hire operator licence, a register will be required to be kept of all staff who will be taking bookings or dispatching vehicles.

- It is proposed that a standard condition is to be attached to a Private Hire Operator's Licence which states;
  A driver who holds a PCV licence and who has the use of a public service vehicle (PSV) such as a minibus to undertake a private hire vehicle booking, should not be permitted without the informed consent of the booker.
  Where a private hire vehicle is unsuitable, the booker will be informed that a PSV is necessary, and that a PCV licensed driver will be used who is subject to different checks and not required to have an enhanced DBS check. (Unless the driver also holds a private hire drivers' licence).

The responses to these questions are attached as appendix A.

Vehicle Emissions

In the light of ongoing concerns in the region about vehicle emissions, the North East Strategic Licensing Group (NESLEG) had been asked to develop a set of standards for vehicles used as Hackney Carriages or Private Hire vehicles.

Discussions amongst the NEPPP member authorities revealed that there was no consistency across the policies that had been adopted. Some had not set emissions or age standards, whilst others, Northumberland included, had used the European Union Euro Standards, the last of which, Euro 6, was introduced in 2015. All vehicles manufactured after that date for sale in Europe had to meet this higher standard.

The standards, control emissions of harmful gases. These include nitrogen oxide (NOx), carbon monoxide (CO), hydrocarbons (THC and NMHC) and particulate matter (PM), which is basically soot from diesel cars. Reducing these pollutants can also mean improved fuel economy and lower CO2 emissions.

The current Northumberland County Council policy states that 'Existing Licensed vehicles will be allowed to remain licensed until such times as the existing vehicle is no longer licensed or the ownership is transferred to another proprietor'.

The recommendation that was to be pursued, was to prohibit the use of any vehicle that is older than eight years from its date of first registration. Northumberland's current policy includes an exemption for prestigious vehicles that are not used for everyday hire and reward. (In considering if a vehicle is prestigious the Council will have regard to the manufacturer, age, specification, historical value, uniqueness and any other factors that are deemed appropriate.)

The original proposal was as below:

> **New Licences.** A 4 year vehicle age policy with effect from April 2020 for all newly licensed vehicles. This means the EURO 6 emissions standard applies to all new licences.

Existing Vehicles. Adopt a maximum 8 year vehicle life with a start date of April 2023. The taxi trade therefore has 2 years to comply. This means that from April 2023 all diesel and petrol engine vehicles will be Euro 6.

Wheelchair accessible vehicles. Existing vehicles will have an extra 2 years added to the age restriction meaning that April 2025 is the compliance date.

'Full electric' and 'zero emission at source' vehicles would be exempt

On 26th February 2020 a report was submitted to the Committee with all responses received in response to the consultation. Due to the level of response the Committee requested that the Licensing Service conduct further discussions with the trade and report back to the Committee.

The introduction of Covid-19 restrictions in March 2020 reduced the ability of the Licensing Team to complete this work due to reduced resources, required changes to procedures and prioritisation of Covid-19 related work. It was also acknowledged that the challenges faced by the trade at that time were substantial with staffing issues and significant reduction in demand for their services.

The recent consultation requested the views as to whether the responder agreed with the proposal, what time frames they thought should be involved and whether an exemption for prestigious vehicles should be included.

Responses: 73 stated they agreed to the proposal, and 246 did not agree with the proposal .

Full responses are attached as Appendix B

<u>Hackney Carriage Zones</u>

Local Government Reorganisation in 2009 created 6 hackney carriage licensing zones which replicated the former district boundaries. A hackney carriage licensed to ply for hire in one zone may not ply for hire in another zone. The options available to the Council at the time were to retain the zones or remove them all.

The Law Commission commenced a review on Taxi and Private Hire Services in 2012 which recommended Councils have the ability to determine different zones should they wish to. As the Committee at the time preferred the option of two zones and this was not legally possible it was agreed that the current status would remain. The recommendation of the Law Commission was never brought forward. Although the issue of zones has been discussed with the trade several times in the following years it is believed that it would be appropriate to review this matter again.

Responses; 222 stated they wanted to retain the current hackney carriage zones and 93 stated they wanted them to be removed.

Responses to this question are attached as Appendix C.

Climate Change Action Plan for 2021-2023

The Council has published a Climate Change Action Plan for 2021-2023. Although there are now specific actions for hackney carriage and private hire vehicles, transport has been highlighted as a priority area.

The action plan states ‘As a largely rural and a destination County we recognise the need for the right mix of public and private transport. That transport, where possible should be low carbon with zero tailpipe emissions, protecting local air quality and reducing noise. We will continue to invest in and grow our Electric Vehicle (EV) charging network, maintain our higher than England average number of charging points to ensure a practical solution for EV users. We will continue to encourage and support increased use of public transport and to support research into the development of alternative fuels for powering freight and passenger carrying vehicles.’

Implications

Policy	The Authority has the power to introduce the proposed changes into its Taxi and Private Hire Licensing Policy
Finance and value for money	
Legal	
Procurement	
Human Resources	Consultation with the appropriate trade and organisation will require staffing resources
Property	
Equalities (Impact Assessment attached) Yes ☐ No ☐ N/A ☐	
Risk Assessment	none
Crime & Disorder	none
Customer Consideration	Before making changes to policy consultation with those affected should take place.
Carbon reduction	Some of the proposals are aimed at reducing emissions from older vehicles

Health and Wellbeing	The proposals should reduce emissions from older vehicles being used on the road leading to fewer health issues associated with pollution.
Wards	All

Background papers:
Statutory Taxi & Private Hire Vehicle Standards July 2020
Northumberland County Council Hackney Carriage and Private Hire Licensing Policy

Report sign off.

Authors must ensure that officers and members have agreed the content of the report:

	Full Name of Officer
Monitoring Officer/Legal	
Executive Director of Finance & S151 Officer	
Relevant Executive Director	
Chief Executive	Daljit Lally
Portfolio Holder(s)	Colin Horncastle

Author and Contact Details

Tasmin Hardy, Licensing Manager
Tasmin.hardy@northumberland.gov.uk

What is your name/Company name?	A proposed condition to be added to hackney carriage and private hire vehicle licences, which would require a notice to be displayed in all licensed vehicles, providing details of how to make a co...	A proposed condition for all licensed vehicle proprietors, operators, directors and partners with Northumberland County Council, to have an annual basic disclosure from the DBS and to advise the ...	A condition is proposed, that on the granting of a private hire operator licence, a register will be required to be kept of all staff who will be taking bookings or dispatching vehicles.	It is proposed that a standard condition is to be attached to a Private Hire Operator's Licence which states; A driver who holds a PCV licence and who has the use of a public service vehicle (PS...
1	Neutral	Neutral	Neutral	Neutral
2	Strongly disagree	Neutral	Neutral	Neutral
3	Disagree	Agree	Disagree	Agree
4	Neutral	Strongly Agree	Strongly Agree	Neutral
5	Agree	Agree	Agree	Neutral
6	Disagree	Neutral	Disagree	Neutral
7	Agree	Agree	Agree	Agree
8	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
9	Neutral	Disagree	Disagree	Neutral
10	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
11	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
12	Agree	Agree	Neutral	Agree
13	Agree	Agree	Neutral	Neutral
14	Agree	Strongly Agree	Disagree	Disagree
15	Strongly disagree	Agree	Agree	Neutral
16	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
17	Neutral	Neutral	Disagree	Neutral
18	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
19	Agree	Agree	Agree	Agree
20	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
21	Disagree	Neutral	Disagree	Strongly disagree
22	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
23	Strongly disagree	Strongly disagree	Disagree	Disagree
24	Disagree	Agree	Disagree	Agree
25	Neutral	Agree	Agree	Agree
26	Neutral	Disagree	Disagree	Neutral
27	Strongly disagree	Strongly disagree	Disagree	Disagree
28	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
29	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
30	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
31	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
32	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
33	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
34	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
35	Agree	Strongly Agree	Strongly Agree	Neutral
36	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
37	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
38	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
39	Agree	Agree	Agree	Disagree
40	Agree	Agree	Neutral	Neutral
41	Agree	Agree	Agree	Agree
42	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
43	Strongly disagree	Disagree	Strongly disagree	Neutral
44	Neutral	Neutral	Neutral	Neutral
45	Agree	Agree	Agree	Neutral
46	Agree	Agree	Neutral	Neutral
47	Agree	Agree	Agree	Agree
48	Agree	Agree	Agree	Strongly Agree
49	Neutral	Neutral	Neutral	Neutral
50	Neutral	Neutral	Neutral	Neutral
51	Neutral	Neutral	Neutral	Neutral
52	Neutral	Neutral	Neutral	Neutral
53	Neutral	Neutral	Neutral	Neutral
54	Neutral	Neutral	Neutral	Neutral
55	Neutral	Neutral	Neutral	Neutral
56	Agree	Agree	Agree	Agree
57	Agree	Agree	Neutral	Neutral

58	Neutral	Neutral	Neutral	Strongly Agree
59	Strongly Agree	Strongly Agree	Strongly Agree	Neutral
60	Neutral	Neutral	Neutral	Neutral
61	Neutral	Neutral	Neutral	Neutral
62	Agree	Agree	Agree	Agree
63	Neutral	Neutral	Neutral	Neutral
64	Neutral	Neutral	Neutral	Neutral
65	Neutral	Neutral	Neutral	Neutral
66	Neutral	Neutral	Neutral	Neutral
67	Neutral	Neutral	Neutral	Neutral
68	Neutral	Neutral	Neutral	Neutral
69	Neutral	Neutral	Neutral	Strongly Agree
70	Neutral	Neutral	Neutral	Neutral
71	Neutral	Neutral	Neutral	Neutral
72	Neutral	Neutral	Neutral	Neutral
73	Neutral	Neutral	Neutral	Neutral
74	Neutral	Neutral	Neutral	Neutral
75	Neutral	Neutral	Neutral	Neutral
76	Neutral	Neutral	Neutral	Neutral
77	Neutral	Neutral	Neutral	Neutral
78	Neutral	Agree	Neutral	Neutral
79	Neutral	Neutral	Neutral	Neutral
80	Neutral	Neutral	Neutral	Neutral
81	Neutral	Neutral	Neutral	Neutral
82	Neutral	Neutral	Neutral	Neutral
83	Neutral	Neutral	Neutral	Neutral
84	Neutral	Neutral	Neutral	Neutral
85	Disagree	Strongly Agree	Agree	Agree
86	Neutral	Neutral	Neutral	Neutral
87	Neutral	Neutral	Neutral	Neutral
88	Neutral	Neutral	Neutral	Neutral
89	Neutral	Neutral	Neutral	Neutral
90	Neutral	Neutral	Neutral	Neutral
91	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
92	Neutral	Neutral	Neutral	Neutral
93	Neutral	Neutral	Neutral	Neutral
94	Neutral	Neutral	Neutral	Neutral
95	Neutral	Neutral	Neutral	Neutral
96	Neutral	Neutral	Neutral	Neutral
97	Neutral	Neutral	Neutral	Neutral
98	Neutral	Neutral	Neutral	Neutral
99	Agree	Agree	Neutral	Neutral
100	Neutral	Neutral	Neutral	Neutral
101	Neutral	Neutral	Neutral	Neutral
102	Neutral	Neutral	Neutral	Neutral
103	Neutral	Neutral	Neutral	Neutral
104	Neutral	Neutral	Neutral	Neutral
105	Neutral	Neutral	Neutral	Neutral
106	Neutral	Neutral	Neutral	Neutral
107	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
108	Neutral	Neutral	Neutral	Neutral
109	Neutral	Neutral	Neutral	Neutral
110	Neutral	Neutral	Neutral	Neutral
111	Neutral	Strongly Agree	Agree	Strongly disagree
112	Neutral	Agree	Agree	Neutral
113	Neutral	Strongly disagree	Strongly disagree	Strongly disagree
114	Neutral	Neutral	Neutral	Neutral
115	Neutral	Neutral	Neutral	Neutral
116	Agree	Agree	Disagree	Agree
117	Neutral	Agree	Agree	Agree
118	Neutral	Agree	Neutral	Neutral
119	Agree	Agree	Disagree	Disagree
120	Disagree	Disagree	Neutral	Strongly disagree
121	Agree	Agree	Neutral	Strongly disagree
122	Neutral	Strongly Agree	Neutral	Strongly disagree
123	Strongly Agree	Neutral	Neutral	Neutral
124	Agree	Agree	Disagree	Neutral
125	Neutral	Neutral	Neutral	Neutral
126	Agree	Neutral	Disagree	Strongly Agree

127	Neutral	Strongly Agree	Neutral	Agree
128	Agree	Agree	Agree	Neutral
129	Agree	Strongly Agree	Neutral	Neutral
130	Neutral	Agree	Agree	Neutral
131	Strongly disagree	Neutral	Neutral	Neutral
132	Agree	Agree	Agree	Agree
133	Strongly Agree	Strongly Agree	Agree	Strongly Agree
134	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
135	Neutral	Strongly Agree	Strongly disagree	Neutral
136	Strongly Agree	Strongly Agree	Strongly Agree	Neutral
137	Neutral	Strongly Agree	Strongly Agree	Strongly Agree
138	Neutral	Strongly Agree	Strongly Agree	Strongly Agree
139	Neutral	Strongly Agree	Strongly Agree	Strongly Agree
140	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree
141	Strongly disagree	Neutral	Agree	Neutral
142	Neutral	Neutral	Neutral	Strongly Agree
143	Agree	Agree	Agree	Agree
144	Agree	Agree	Neutral	Disagree
145	Neutral	Neutral	Strongly disagree	Strongly disagree
146	Neutral	Strongly Agree	Neutral	Neutral
147	Neutral	Disagree	Agree	Agree
148	Agree	Agree	Neutral	Neutral
149	Neutral	Neutral	Neutral	Neutral
150	Neutral	Neutral	Neutral	Neutral
151	Strongly Agree	Strongly Agree	Agree	Strongly Agree
152	Neutral	Disagree	Neutral	Neutral
153	Strongly disagree	Agree	Agree	Neutral
154	Agree	Strongly disagree	Strongly disagree	Disagree
155	Strongly disagree	Neutral	Disagree	Neutral
156	Disagree	Disagree	Disagree	Disagree
157	Neutral	Neutral	Neutral	Neutral
158	Neutral	Neutral	Neutral	Neutral
159	Neutral	Neutral	Neutral	Neutral
160	Disagree	Disagree	Disagree	Disagree
161	Neutral	Disagree	Disagree	Disagree
162	Neutral	Disagree	Neutral	Disagree
163	Disagree	Neutral	Neutral	Disagree
164	Disagree	Neutral	Neutral	Neutral
165	Neutral	Neutral	Neutral	Neutral
166	Disagree	Neutral	Disagree	Agree
167	Neutral	Strongly Agree	Agree	Neutral
168	Strongly Agree	Strongly Agree	Strongly disagree	Strongly disagree
169	Agree	Strongly Agree	Agree	Agree
170	Neutral	Agree	Agree	Strongly Agree
171	Neutral	Agree	Disagree	Neutral
172	Neutral	Neutral	Neutral	Neutral
173	Agree	Disagree	Agree	Neutral
174	Strongly Agree	Agree	Agree	Disagree
175	Neutral	Disagree	Neutral	Neutral
176	Strongly Agree	Agree	Agree	Neutral
177	Neutral	Strongly Agree	Strongly disagree	Neutral
178	Neutral	Agree	Agree	Neutral
179	Agree	Strongly disagree	Disagree	Neutral
180	Disagree	Disagree	Disagree	Disagree
181	Agree	Neutral	Neutral	Agree
182	Strongly Agree	Strongly Agree	Strongly Agree	Neutral
183	Strongly Agree	Neutral	Disagree	Neutral
184	Agree	Agree	Agree	Agree
185	Agree	Strongly Agree	Agree	Disagree
186	Agree	Disagree	Neutral	Neutral
187	Agree	Agree	Agree	Agree
188	Agree	Neutral	Neutral	Strongly disagree
189	Neutral	Agree	Agree	Neutral
190	Agree	Agree	Agree	Agree
191	Agree	Agree	Neutral	Strongly Agree
192	Neutral	Disagree	Neutral	Neutral
193	Agree	Agree	Agree	Agree
194	Agree	Disagree	Agree	Agree
195	Agree	Agree	Neutral	Neutral

196	Agree	Agree	Agree	Strongly Agree
197	Neutral	Disagree	Disagree	Disagree
198	Agree	Neutral	Neutral	Neutral
199	Agree	Agree	Agree	Neutral
200	Agree	Strongly Agree	Strongly Agree	Agree
201	Agree	Agree	Agree	Neutral
202	Strongly Agree	Strongly Agree	Agree	Strongly Agree
203	Agree	Agree	Agree	Agree
204	Neutral	Neutral	Neutral	Neutral
205	Agree	Strongly Agree	Strongly Agree	Strongly Agree
206	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
207	Neutral	Neutral	Neutral	Agree
208	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
209	Strongly disagree	Strongly disagree	Strongly disagree	Neutral
210	Agree	Agree	Neutral	Neutral
211	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
212	Disagree	Strongly Agree	Strongly Agree	Disagree
213	Disagree	Neutral	Neutral	Neutral
214	Neutral	Strongly Agree	Agree	Agree
215	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
216	Strongly disagree	Strongly Agree	Strongly Agree	Strongly Agree
217	Strongly Agree	Strongly Agree	Strongly Agree	Strongly Agree
218	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
219	Strongly disagree	Strongly Agree	Strongly Agree	Neutral
220	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
221	Neutral	Agree	Agree	Disagree
222	Disagree	Neutral	Agree	Neutral
223	Strongly disagree	Strongly Agree	Strongly Agree	Neutral
224	Strongly disagree	Strongly disagree	Strongly Agree	Strongly Agree
225	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
226	Strongly disagree	Strongly Agree	Strongly disagree	Agree
227	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
228	Agree	Strongly Agree	Neutral	Neutral
229	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
230	Neutral	Strongly Agree	Agree	Agree
231	Neutral	Agree	Agree	Strongly Agree
232	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
233	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
234	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree
235	Strongly disagree	Agree	Neutral	Neutral
236	Agree	Strongly Agree	Agree	Strongly Agree
237	Agree	Strongly Agree	Strongly Agree	Strongly Agree
238	Strongly disagree	Strongly Agree	Strongly disagree	Neutral
239	Strongly disagree	Strongly Agree	Strongly Agree	Strongly disagree

ID	A proposed condition to be added to hackney carriage and private hire vehicle licences, which would require a notice to be displayed in all licensed vehicles, providing details of how to make a co...	Additional comments3
1	Neutral	
2	Strongly Agree	
3	Strongly disagree	
4	Agree	
5	Disagree	
6	Neutral	
7	Agree	
8	Disagree	That would be inviting unnecessary paperwork.
9	Strongly disagree	Too many keyboard warriors complain about nothing. It's only because taxis have stickers on people know who to write to. If its a private car they just ignore. You should tell anyone complaining about driving g to contact the police as it's there word against yours
10	Neutral	Enter details on NCC website
11	Agree	
12	Strongly Agree	
13	Agree	
14	Strongly Agree	
15	Agree	
16	Agree	
17	Disagree	Stickers already in vehicles on how to file complaints.
18	Disagree	
19	Neutral	
20	Strongly disagree	Don't wish to answer as I might offened. Taxi drivers are fit and proper people, so need to be treated like that.

21	Agree	
22	Strongly Agree	
23	Strongly Agree	
24	Neutral	
25	Strongly disagree	Too many stickers, signs and notices already
26	Strongly Agree	
27	Agree	
28	Agree	
29	Neutral	Why not just add a notice to the tariff sheet that are on display in all Hackney carriages.
30	Strongly disagree	
31	Strongly Agree	
32	Agree	
33	Neutral	
34	Strongly disagree	
35	Strongly disagree	
36	Neutral	There is already a complaints procedure in place
37	Agree	
38	Neutral	
39	Strongly disagree	
40	Neutral	The cars already have the licensed council on and plate number
41	Disagree	
42	Agree	Enforcement should be on street, witnessing activities with checks, notice to present vehicles not suffice
43	Agree	
44	Strongly disagree	
45	Agree	
46	Strongly Agree	
47	Disagree	
48	Agree	
49	Neutral	
50	Neutral	
51	Disagree	
52	Neutral	
53	Agree	
54	Strongly Agree	

55	Agree	The person making the complaint would probably want to do this in private so maybe they could take a picture with their phone of the number or address to complain to? Probably better if a small sign was put on the back of each seat?
56	Strongly Agree	
57	Agree	
58	Agree	
59	Agree	
60	Agree	
61	Strongly Agree	
62	Neutral	I agree but do feer that some people or customers may use it in a vindictive manner without the correct justifacation
63	Neutral	not bothered as people winged anyway especially about out of area taxis
64	Strongly Agree	Individual QR codes on on drivers badge and on notice make it easier for those have technology to complain about driver or condition of vehicle
65	Strongly disagree	There is already a notice on every vehicle on the window card
66	Neutral	
67	Agree	
68	Disagree	
69	Neutral	
70	Agree	
71	Neutral	
72	Neutral	
73	Neutral	
74	Strongly Agree	
75	Strongly Agree	Every customer if dissatisfied should be allowed to make a complaint if standards were not kept
76	Strongly disagree	
77	Disagree	

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ID	A proposed condition for all licensed vehicle proprietors, operators, directors and partners with Northumberland County Council, to have an annual basic disclosure from the DBS and to advise the ...	Additional Comments4
1	Agree	
2	Strongly Agree	
3	Strongly Agree	
4	Agree	
5	Disagree	
6	Neutral	
7	Neutral	
8	Strongly Agree	
9	Neutral	
10	Agree	Extra expense for individuals
11	Agree	we already regestered with dbs anyway so no change there
12	Neutral	
13	Agree	
14	Strongly Agree	
15	Strongly Agree	
16	Agree	
17	Agree	
18	Strongly Agree	
19	Neutral	
20	Strongly Agree	
21	Strongly Agree	
22	Strongly Agree	
23	Strongly Agree	
24	Neutral	
25	Neutral	You can easily check DBS records anyway.
26	Strongly Agree	
27	Agree	
28	Neutral	
29	Neutral	Is this not already in operation.
30	Strongly disagree	
31	Strongly Agree	
32	Agree	
33	Strongly Agree	
34	Strongly Agree	
35	Strongly disagree	

36	Disagree	As an owner driver I already have an annual dbs check an operators dbs check would just be an unnecessary expense as far as I'm concerned.
37	Strongly Agree	
38	Strongly disagree	
39	Neutral	
40	Strongly Agree	
41	Disagree	We already have an annual “enhanced”, why need a “basic” too?
42	Neutral	Who meets Cost ?
43	Neutral	
44	Strongly Agree	As long as taxi driver do not have to pat for it.
45	Agree	
46	Strongly Agree	
47	Strongly Agree	
48	Agree	
49	Neutral	
50	Neutral	
51	Agree	
52	Strongly Agree	
53	Agree	
54	Strongly Agree	
55	Agree	
56	Strongly Agree	
57	Disagree	If this is done at no cost then I have no issue, if you then have something change on your disclosure you should pay
58	Strongly Agree	
59	Neutral	
60	Agree	
61	Agree	
62	Neutral	I renew my dbs every year as ive never had the oppertunity to apply for a 3 yr licence because of time delays with each department and the confusion of doing so. anything that makes this more confusing I feel would end up as a financial burden. I may not be understanding the question correctly

63	Neutral	26 years of this same crap people pissing pucking and shiting and having sex in your taxi then you have the drugs and people do in your taxi then if you say out you get threatened to kill you
64	Strongly Agree	
65	Disagree	
66	Neutral	
67	Neutral	
68	Disagree	
69	Neutral	
70	Agree	
71	Neutral	
72	Strongly disagree	
73	Neutral	
74	Agree	
75	Strongly Agree	Circumstances may alter during the year and regular checks need to be in place and should the need arise a licence may be revoked if circumstances dictate
76	Strongly disagree	
77	Disagree	

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What is your name/Company name?	In the light of ongoing concerns in the region about vehicle emissions, the North East Strategic Licensing Group (NESLEG) had been asked to develop a set of standards for vehicles used as Hackney ...	What time scale do you feel would be appropriate to implement the proposal?
1	No	
2	No	
3	No	
4	No	
5	Yes	Asap
6	No	
7	No	
8	No	
9	No	
10	No	
11	No	
12	No	
13	No	
14	Yes	4 years and younger
15	Yes	5 years
16	No	
17	No	
18	No	
19	Yes	Just what council is proposing
20	Yes	2yrs till 8yrs
21	No	
22	No	
23	No	
24	No	
25	No	
26	No	
27	No	
28	No	
29	No	
30	No	

31	No	
32	No	
33	No	
34	No	
35	No	
36	No	
37	No	
38	No	
39	No	
40	Yes	Unsure
41	No	
42	No	
43	No	
44	No	
45	No	
46	Yes	2 years
47	No	
48	No	
49	No	
50	No	
51	No	
52	No	
53	No	
54	No	
55	No	
56	No	
57	Yes	2 years
58	No	
59	Yes	TWO Years
60	No	
61	No	
62	Yes	5
63	No	
64	No	
65	No	
66	No	
67	No	
68	No	
69	No	
70	No	
71	No	
72	No	
73	No	
74	No	
75	No	
76	No	
77	No	
78	No	

79	No	
80	No	
81	No	
82	No	
83	No	
84	No	
85	No	
86	No	
87	No	
88	No	
89	No	
90	No	
91	No	
92	No	
93	No	
94	No	
95	No	
96	No	
97	No	
98	No	
99	No	
100	No	
101	No	
102	No	
103	No	
104	No	
105	No	
106	No	
107	Yes	01/01/2022
108	No	
109	No	
110	Yes	2 years
111	No	
112	No	
113	Yes	As proposed
114	No	
115	No	
116	No	
117	No	
118	No	
119	No	
120	No	
121	No	
122	No	
123	No	
124	No	

125	No	
126	Yes	Immediately
127	No	
128	No	
129	Yes	Think you have this bit wrong should it not be if you say NO?
130	No	
131	No	
132	Yes	1 year
133	No	
134	No	
135	No	
136	No	
137	No	
138	No	
139	Yes	12 months
140	No	
141	Yes	3/5 years, many taxis that are currently licensed are more than 6/7 years old!!!!(some older). Financially many Operators will not be able to upgrade to newer vehicles to meet the suggested age!!! To upgrade to a fully electric car you are looking £50,000!!!!
142	No	
143	No	
144	Yes	at least one year
145	No	
146	No	
147	No	
148	No	
149	No	
150	No	
151	No	
152	No	

153	No	
154	No	
155	No	
156	No	
157	No	
158	No	
159	No	
160	No	
161	No	
162	No	
163	No	
164	No	
165	No	
166	No	
167	No	
168	No	
169	No	
170	No	
171	No	
172	No	
173	No	
174	No	
175	No	
176	No	
177	No	
178	Yes	1 year
179	No	
180	No	
181	No	
182	Yes	5 years
183	No	
184	No	
185	No	
186	No	
187	No	
188	No	
189	No	
190	Yes	10 years
191	No	
192	No	
193	No	
194	Yes	4 months
195	No	
196	Yes	3 months
197	Yes	10 years
198	No	
199	No	
200	No	

201	No	
202	No	
203	No	
204	Yes	As anove
205	No	
206	No	
207	No	
208	Yes	12 months from the next renewal date for each vehicle
209	No	
210	No	
211	Yes	12 months
212	No	
213	No	
214	No	
215	Yes	2 years
216	No	
217	No	
218	Yes	ASAP - within 12 months
219	Yes	Euro 6 only.
220	Yes	12 / 18 months maximum
221	No	
222	Yes	The younger the better
223	Yes	Euro 6 standard
224	Yes	1 year
225	Yes	12 months
226	Yes	Now
227	Yes	12 months
228	Yes	12 Months
229	Yes	12 months
230	Yes	8 yes fine
231	No	
232	Yes	6 months
233	Yes	12 months
234	Yes	12 months

235	No	
236	Yes	4 years
237	Yes	4 years
238	Yes	12 months
239	Yes	Short as possible. 12 months

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What is your name/Company name?	Any further additional comments
1	
2	
3	The 4 year rule for vehicles will put more financial pressure on us having to buy such a new vehicle. As far as euro 6 emissions are concerned I'm not against this but your research may be inaccurate as they started for diesels engines around 6 years ago and for petrol even longer.the I disagree with the 8 year rule as that age doesn't necessarily mean the vehicle is unsuitable. The condition is the important factor. My current vehicle is now 10 years old but does not look like it and I keep it in good condition as do most drivers, so maybe each vehicle should be considered individually and as they are subject to 2 or 3 tests per year after a certain age they have to be kept right. In 33 years as a taxi driver I'd say over 90% of passengers don't know what car they're in or how old it's but care mostly that it's clean and doesn't smell.
4	
5	
6	
7	
8	You will end up with no wheelchair access vehicles or people carriers as to have Euro 6 for cars & commercials will be far too expensive, after covid there needs to be a period for the trade to recover
9	The age of vehicles is going to put a lot of companies out of business especially when we are just recovering very slowly from the pandemic
10	The trade needs to recover before heavy financial situations are put onto it .
11	To costly to do Euro 6 and only 8 year london are 12 year
12	My Minibus is licensed as a private hire vehicle, it is just turning 8 years old, it gets used mainly for our school contract, and for some jobs on the weekend, It is very low mileage for its age (124K). I strongly believe there is five years left in this vehicle and recently priced a five year contract that we were awarded on that basis.
13	Taxi testing should be carried out in the town in which the Hackney carriage plus for hire,example Taxis with BT prefix should be tested in Berwick upon Tweed.
14	
15	If you amalgamate the zones then taxis from more rural areas will start to work and park up at the ranks in the urban areas to the detriment of the more rural areas. Let any zone taxi be hailed and pick up at a queue on a rank but only the zoned taxi are allowed to rank up.
16	The trade needs to recover there are other ways to reduce emissions without the huge financial burdon only operators with hundreds of cars will survive things are bad enough for the trade
17	There's not enough money around to replace vehicles every 4 years it's as though council doesn't want taxis unless fares are increased and the cost of licenses are reduced considerably how can you report accidents at weekends unless licensing officers work the weekend
18	The age of a vehicle should not determine the end of its working life as long as it conforms to all standards set by county council. also the age of a vehicle to come on as a service vehicle should not be limited up to 4 years old as long as it is Euro 6 at the time of licensing.
19	
20	
21	
22	The age of vehicles should not be limited to 8 years. If vehicles are conforming to current criteria set out by county council. Also the age of a vehicle to be newly licenced should be any age as long as they are Euro 6 and pass all standards set out by county council
23	
24	The age cap on vehicles put a lot of independents out of business while we would agree to new vehicles four years and under the eight years is not acceptable due to miles we do being a small company for example our eight seater is on a 2014 plate and has still only covered 133'000 miles which is only 19'000 per year therefore the cost would not be feesable for the small company the last time this happened which was brought in by pressure from the larger companies we lost a load of the small independents
25	Full electric vehicles have the same chassis and running gear as a conventional vehicle.They should be treated the same as the only basic difference is the power source.
26	I think it's the wrong time we're just starting to recover from covid-19 and the age of vehicles will put a lot of companies out of business the small companies can't afford to replace vehicles, we are already downsizing
27	Consultation should be in all formats
28	No one can afford this , Zones should stay for passenger safety
29	No one can afford this , Zones should stay for passenger safety
30	No one can afford this , Zones should stay for passenger safety
31	Trade can not afford this no wheelchair vehicles due to cost Zones should stay for passenger safety
32	ZONES FOR SAFETY
33	LET THE COUNTRY RECOVER!
34	ZONES SAFER , TOO SOON FOR MASSIVE COSTS FOR TRADE
35	ULEV / euro 6 vehicles are available form 2015 , they should be allowed to be put on as a taxi
36	DANGEROUS ! TOO COSTLY AT THIS TIME
37	TOO SOON AFTER COVID
38	JUSTIFY THE COSTS TO THE TRADE!
39	As an operator who employs 7 staff the vehicle age rule that you wish to bring in would leave me ruined as an operator, I currently have 5 vehicles all of which are on finance for at least another 2.5 years. If this rule was to come into force I would have vehicles still on finance which wouldn't be allowed to be used as taxis. Thus would mean I would have to dismiss all my staff and go back to being a owner driver once again. What about wheelchair accessible vehicles are they being given any more extra time on the road? Also when do you propose these new rules to come into force?? Thanks Keith Morrison

40	N/A
41	
42	To costly to a trade who have taken a huge financial hit ,
43	Need to remove the need to carry first aid kit and fire extinguisher as we are NOT trained in use of these
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51	DANGEROUS
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53	Being a new company and hopefully coming out of a pandemic,we are just getting established and having to renew vehicles and struggling to get drivers it is an expense that is unrealistic and would force us out of business.
54	DANGEROUS FOR CUSTOMERS TO REMOVE ZONES
55	
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58	While these have been unprecedented times I do believe the changes to the ages of vehicles will put a lot of drivers and smaller operators out of business. The industry has already suffered massive losses of drivers & operators during covid and at present supply does not meet demand for the public uses. I do hope the council reconsider there proposals on the age limit of vehicles etc as this will effect a lot of the taxi trade who are not in a position or have the means to buy or renew such vehicles as frequently as been proposed.
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69	While these have been unprecedented times I do believe the changes to the ages of vehicles will put a lot of drivers and smaller operators out of business. The industry has already suffered massive losses of drivers & operators during covid and at present supply does not meet demand for the public uses. I do hope the council reconsider there proposals on the age limit of vehicles etc as this will effect a lot of the taxi trade who are not in a position or have the means to buy or renew such vehicles as frequently as been proposed.
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78	48 hours to report an accident. If it happens on a Friday night noone will be receive the report until Monday. The age of a vehicle doesn't matter as long as it is euro 6 and passes an mot
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85	Zones should be left as they are as it is hard enough now without other taxis coming into our area.
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95	TOO MUCH FINANTIAL PUT ONTO DRIVERS
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99	If the age limit is introduced the staff I now employ will be made redundant due to costs of new vehicles which are on back order of more than a year and a half due to micro chip shortage
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111	Even though I disagreed to the clause that states condition of vehicles regarding emissions and age, I strongly agree with the vehicles comply to Europe standard. On the age I strongly disagree as most of as buy our vehicles on credit and because of the prices of the vehicles increased dramatically, it is not possible to pay-off on short term. Therefore if the vehicle age limited for the use of Hackney and private bookings, it will keep us on the debt trap. I stayed neutral on the placing a notice in vehicles containing details of how to make a complaint, we already have a notice inside the wind screen which contain vehicles licence details also. For such notice to be displayed in the vehicle, we will need to look at the safety aspect as front windscreen obstruction need to be minimal to facilitate the full view of the traffic. Also anywhere else will not be suitable as for myself, I work mainly nights and pick up passengers from pub and clubs. In the past I had no smoking stickers peeled of by drunk passengers, my Covid safety screen pulled down etc. Therefore in my opinion, we have information in the vehicles and that's sufficient enough
112	
113	
114	job losses
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118	
119	Reintroduce school contract plates as many vehicles specially Minibusses which only do low mileage on contracts and are not used for taxi work
120	These proposals are totally unacceptable. If a vehicle passes an MOT it should be allowed to be used. Item 11 is giving certain companies i.e. Snaiths in Otterburn the excuse to use unlicensed Taxis. They have already been caught by Enforcement of Soliciting for Fares iat venues in the Otterburn and surrounding areas, NCC failed to prosecute. Also charging the customers sometimes four times the amount of a normal metered fares would be. If these proposals go ahead School Transport will lose upto 50% of the Taxis. Do Licencing and School Transport not communicate with each other.
121	
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125	Taxi driving is hard enough at the present without imposing tougher licensing laws for drivers and operators, as long as cars are fit for purpose and are mechanically sound there should not be a problem.
126	
127	Agree with any change or new vehicle being Euro 6 and less than 4 years old but disagree that maximum age of vehicle is 8 years old. Reason is cost of replacing every vehicle once 8 years would lead to increase in costs which inevitably would reduce chance of recruiting new drivers due to earnings with extra costs needed of replacement car every 8 years would lead to higher monthly outgoings per vehicle. This would not be a viable solution.
128	drivers would be happier iff the age ov the vehiclescould be 6 yrs not 4 i have 2 vehicles which are 8 yrs and 10 yrs no way can i afford to replace both vehicles together,and i think also a lot ov drivers would be forced to look for other jobs,and school contracts would be badly affected
129	We need cctv in to protect the driver from false complaints? First aid kit and fire extinguisher need bining? Online applications for licences need to stay? Old type licence needs to rtn (rear licence plate number ONLY) BE GREEN? Council need to act to protect the driver after an accident, (vehicle replacement test and licence within 72 hrs of the accident being reported? Any complaints made against the driver minor,(they took me the long way or they charged me this and others charge that etc) need to ask for admin fee from the person complaining to cover a false complaint, if proven the complaint was true, then admin fee will be paid back to the complantee and correct action taken against the person-s(we are paying are licence fees to protect all so false or opinion related complaints will be kept to a minimum) Interim testing should be or could be carried out and any government testing station, with the main test carried out at the council depos?
130	Keep it zone as it works well and after 20 plus years don't want to pickup in other zones best to stay as is
131	Complaints is in vehicles on dash any way . Keep it zones . As drivers don't know the other zone area
132	
133	
134	
135	A change to the age limit will cause unnecessary hardship to operators why should customers able to make a complaint when we cannot even telephone licensing!
136	No
137	How can you report an accident within 48 hours when no one responds to emails or answer the phone ?? Are the details for a complaint already in Hackney Carriage vehicles as the small internal replica of the plate should be displayed inside the vehicle with the complaint instructions on it. That's if you actually supply the wallet that we pay for in our licence fee so we can attach them to the windscreen.!!
138	
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141	Firstly the opening up of the 6 zone to one is not the way forward!!! You will have operators who do school work from one area to another staying and working the rank or station and this will take work away from the operators who only work in them areas !!!! Example- taxi travels from Morpeth to Berwick with school run and gets paid can then work thr street or station and make more money yet they will be taking away from the local operators!!!! They can then decide if they want to work the busy areas at the weekends!!! Again very unfair on the operators/ drivers from that area they are taking any there living!!! Safety is a big issue!!! Police even say you should not get into a taxi that's not from your area!!!! Members of the public could be put at Risk!!!!
142	
143	No
144	Drivers of PSV have the same DBS check as taxi drivers and if working for the same firm can be deployed in cases of sickness or unexpected emergencies
145	
146	Opening up all zones is completely unjustified and unfair to the drivers who already operate in their own zones . It also makes a mockery of the local knowledge of the zone youre working in test you take and I personally would not want to work in a zone which I have no knowledge of , which I am sure would be the sentiment of the majority of drivers working in other zones
147	A Hackney carriage should be allowed to work fully and ply for hire throughout the whole of the Northumberland area
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150	Given the current state of trade the reduction in vehicle age would drive more out if business
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157	If the zones are opened and a deadline on vehicle age come into place , I could see a lot more taxi drivers packing the job in . The taxi industry is already very short on drivers and the public will be the ones to suffer
158	
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162	No
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167	Hi I don't think opening the areas to one is a good idea. the only companies that will benefit from this is bigger taxi companies I.E Phoenix & Blueline Etc. All the single owner drivers that make their living just working the local taxi rank. will suffer the most. As far as the vehicle ages are concerned I do believe there should be a age limit but bringing this in at a time when we've just come out of a lockdown and a pandemic is a bit of a joke. Drivers including myself have not got the funds to replace cars at this time. If this is going to happen it must be done over a long period of time to give everyone a chance to sort something out I would like to change to electric vehicles but until the network is large enough to support the electric network it's not workable. I live in West Northumberland where there isn't a great deal of chargers which makes it almost impossible to work. Getting on to companies with PCV licenced operators should not be able to hold a private hire operators licence. That is open to abuse I have a PCV operator in the area where I'm working and they do nothing but flout the rules. picking up off the street as a Hackney Carriage- this has been reported to the licensing department time after time. They even caught them after they got picked up themselves and again nothing happened it still goes on everyday. Will there ever be anything done about it ????. I VERY MUCH DOUBT IT .
168	The new vehicle one will cripple same businesses like my self and will be really expensive.
169	
170	In the current financial climate i think these rules are too extreme bringing unessarlly costs to owner/drivers. We have had this raised before most drivers dont want zones to b dropped.. I dont know why electric cars should b exempt as there running gear wears just like a petrol or derv car..
171	
172	
173	Would a wheelchair accessible vehicle have a longer taxi life than a normal car due to the cost of renewal?
174	keep zones
175	NCC need to get their licencing department working properly getting licences out on time instead of thinking about changing policies
176	KEEP ZONES. WOT TIME LIMIT OR AGE OF TAXI. S TO GET NOW .
177	Disgraceful after the recent times most of all ncc been shut so have noticed the impact on staff and taxi drivers wages now you expect them to buy a new vehicle 2018 + which will be no good in 4 years (most people might have just finished their finance). Great for the big companies
178	
179	
180	
181	The introduction of such a short age limit on vehicles will drastically reduce the amount of taxis due to the huge outlay, especially with electric cars and their cost on the horizon.
182	Zone’s have different fear rates would the lowest go up or the higher come down.

183	ZONES: I think zones should be kept to stop larger firms cherry-picking areas on any given time. As it stands we have cars in the Wansbeck zone with Alnwick, Blyth, and Newcastle plates. This is killing smaller operators. Main culprit, Pheonix buying up local firms which leads to plates designated for this zone not been in this zone. As a result there are people stranded at 3am waiting early morning for taxis. Abolishing zones only make this worse. If anything, the council should be forcing cars to remain in their own zones unless pre-booked and return to base once complete. Look around daytime shift and notice floods of cars from other zones. In my opinion, the people creating and implementing policy have no working understanding of what it is like to be a taxi driver, and big firms like Phoenix and Blue Line are wrecking it for everybody and am sure this will be repeated by many others taking this survey.
184	The new proposed limit of 8 years for the age of the vehicle for providing a licence is not enough I feel 10 years would be a fairer limit to put in place for the age of a vehicle
185	your itu badge requires enhanced dbs check so there shouldn't be any difference between hires and contract work if you open the zones up you are killing the small taxi companies a nd owner operators because the bigger companies will just flood the profitable areas with cars leaving owner drivers and small companies up the creek we provide a better service than any of the larger companies we run on time and treat customers with more respect if you open the zones up you will open the floodgates for more complaints from customers keep the zones and clamp down on blyth valley cars working in ashington in thepast few weeks i have caught 1 particular pheonix car picking up off the street in ashington and he pulled onto the rank to pick up a so called booking he shouldnt use the rank as a pick up point and should not be picking up off the street outside of his zone td cars are operating in ashington and a durham car aswell i know this is not illegal doing bookings but shouldnt they observe private hire rules whilst doing bookings and return to base
186	PCV Licensing Different Licensing Regime should be Left Alone, would need to educate the public further I regularly get requests for 9 seat and up to 16 seat taxi
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191	Scrapping the zones will create chaos and a total free for all creating even more carbon emissions as vehicles will be travelling everywhere trying to get work. The age restriction to vehicles will create even more hardship to a trade that has already been decimated by the current COVID fiasco causing additional unnecessary hardship, and financial stress especially to smaller companies. These changes feel like a personal attack against smaller operators trying to force them out and keep big business happy.
192	Not enough work in the wansbeck area for the wansbeck plated cars presently, the taxi ranks aren't big enough for the cars already plated here. Its unrealistic to expect us to find £25000+ for new vehicles during a pandemic and when there's so much antisocial behaviour, leading to cars being damaged by youngers throwing stones
193	
194	Only agree to chances if it applies to everyone and no special exemptions are given to certain companies and should apply to all classes of vehicles to prevent the change of vehicle class to put older vehicles on as private hire vehicles which happens now
195	With regards to the vehicle age restrictions I am strongly opposed to this. Prices of vehicles under 4 years old are astronomical and this will only push drivers into debt or away from the trade altogether. I would have thought it would be more sensible to stipulate new vehicles are to be euro 6 and increase the working age . I've been running my vehicle for almost 4 years now and thanks to regular maintenance and taking care of it, it's still a really nice car to drive. It has low emissions and is still a good clean car at 230k miles, however to sell it on with this mileage it is practically worthless and most garages won't even touch it as a part ex so I'd have to spend around 15k on a vehicle which would be worthless again after 4 years. Please take this into account as this is the case for the majority of drivers.
196	I only agree to the ages of vehicles as long as this applies to ALL. some operators change the Taxation Class of vehicles to avoid the Euro 6 rules, and get away with using much older vehicles Taxed as commercial vehicles, this is grossly unfair to the rest of us.
197	
198	Given the fact that the taxi trade has been decimated by this pandemic and the state of the economy now is not the time to burden the trade with extra costs,as for an age policy on vehicles,why?.if a vehicle is able to pass an mot test then that vehicle is safe to be on the road as a taxi.
199	The proposed change from six zones to one would be detrimental for the public and drivers. Zones which are deemed to have more work would have an influx of cars reducing the earnings of drivers currently working there resulting in drivers being forced out of the trade as they would not be able to earn a living. The rural areas would suffer as they would have no available drivers, so the public would effectively have no taxis. The current six Zones should remain as is and All drivers in those zones would be able to earn a living. Any Zone changes would be detrimental for the Public as well as Drivers. It is only the Greed of large companies like Phoenix and Blueline ,etc that are never satisfied with what they already have. You would lose your independent drivers and small owner/driver companies. SO A VERY BIG NO TO ONE ZONE.
200	
201	In the Manchester area, the council have agreed that a car no older than 5 years can be licensed as a taxi & must come off the road when aged 10. The Manchester area is by far a more densely populated area than Northumberland? So why do we have stricter rules being proposed?I run 5 vehicles all euro 5 emmisione with the exception of 1 & should the proposals be implemented then I would have to give notice on 4 school contracts and make 8 people redundant!. I would be happy to have grandfather rights on my current fleet until they become beyond economical repair. This would then give me a fighting chance to replace my fleet as each one becomes so. My fleet are serviced & go through a thorough safety inspection every 6 weeks regardless of mileage when been tested by the council my euro5 fleet are meeting the euro 6 emissions standards, that’s how good my fleet is. I hope you take my valid points into considerationThanks
202	
203	i beleive changing vehicles to euro 6 is a good idea to reduce emissions,however having to change vehicles after 8 years will put taxi drivers under stress because a lot cannot afford them while under current covid problems
204	Will hybrid/electric vehicles be exempt from age policy ?
205	YOU ARE KILLING OUR TARDE OR WHATS LEFT OF IT
206	Let us recover please

207	Depending upon your decision all vehicles currently licensed should be allowed to operate until the proprietor decides to replace it regardless of age,also under the proposed system due to the new emission standards there is no real need for an age limit.At the present moment the trade hasn't recovered from the pandemic,people are not using taxis like they used to,drivers are not coming forward for jobs because they know there isn't enough work,you should also consider the school transport department which most taxi businesses work for,your plans will see a big reduction of available vehicles due to the high cost of replacement vehicles.Shortage of vehicles and drivers will see a huge rise in the cost of school transport to Northumberland County Council which will cost all of us in higher council tax.I'm all in favour of a better service but you have to be very careful that you don't blow it completely.
208	I have sent a document to licensing@northumberland.gov.uk with our additional comments on the above.
209	Enforcing the proposed age limits to Vehicle Licenses will be a detriment to small local taxi business's, I my self may be unable to continue as a taxi business if I had to replace all my taxi vehicles to meet the proposed age limits.
210	With regards to vehicle age restrictions I strongly belive each vehicle should stand up on its own merits, that's why ee have MOT's and council tests, some 3yre old car's have 150,000+ miles on and some 10yrs old car's have 100,000 miles, and its down to how the vehicle has been maintained, to impose a minimum of 4yrs old will incurred substantial investment and with the Pandemic driving up the costs of second-hand vehicle's by 25/30% plus associated running cost's fuel up by 40% and servicing and parts up by 50% and it goes on and on, RE opening up the Zones will create problem's with drivers heading to the more lucrative areas and other areas being left with insufficient or no cover, we've just endured 2yrs of the Covid pandemic and a lot of people have left the Taxi trade because it became not financially viable, I've been in the trade since 1984 and have seen it through good and bad, I genuinely believe if the age restrictions are to be implemented it would see a lot more people having to leave the trade, bearing in mind a high percentage are sole self employed operator's, yes I agree in an Ideal world we'd all be driving new car however the current situation we all find ourselves in is far from ideal, I hope you will give my comments consideration, regards J M Scott
211	Follow up email sent to licensing@northumberland.gov.uk
212	
213	Tariff 1 and Tariff 2 starting price increased to £3-£4 would be good, but to give the customer an increased 'free' distance from the £2.50 and £2.90 prices. It costs £400-£500/week just to pay the bills for a cheap taxi now. Ashington fares are too low, due to short mileage distances. Driver safety: the start of a county-wide database for private bookings would be good, shared among private operators and the police to flag up potentially dangerous customers. One customer I picked up was carrying a hammer!
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219	With all the tariffs being uniform across Northumberland I think any vehicle operating in the county should charge the same tariff, ie Blueline Hackney, PH and also taxis registered from another area as I'm North tyneside charging £1.50 start is unfair to the company's based in your county. It gives them an unfair advantage for the shorter journeys of which they are many.
220	
221	Proposal to limit age of vehicles is prohibitive. Surely if vehicle is roadworthy and kept in good condition; age should not be prohibitive.
222	
223	
224	
225	
226	Taxis deserve more moneys
227	
228	
229	office staff to have dbs
230	N/A
231	
232	Multi seat vehicle tariff should be higher
233	All office staff to be dbs checked
234	
235	
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238	
239	

Northumberland County CouncilHackney Carriage and Private Hire policy Consultation 2021

Tue 09/11/2021 15:42

To: Licensing Mailbox <licensing@northumberland.gov.uk>

Cc: Mark Heston

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

To Whom it may concern

I wish to express my concerns about the above policy consultation.

First of all to open up the county so a hackney carriage vehicle can work anywhere from Berwick upon tweed to Hexham is ridiculous. Our towns do not have enough spaces for extra vehicles on their taxi ranks let alone additional traffic at busy times.

Certain towns would be deluged on Friday 7 Saturday nights leaving other towns with limited taxis available

Euro 6

I fail to see the difference of a 2015 euro 6 model car to a 2021 euro 6 car they both qualify for clean air zones all over the country.

Also if a vehicle passes the NCC test why do we need age restrictions on vehicles?

Not older than 4 years old to go on as a taxi/private hire and only up to 8 years old for use is not sustainable.

I personally try to source low mileage vehicles that qualify under current regulations. For example in 2016 i bought YN61JRO a citroen berlingo WAV which was 4 years old and had 6000 miles on it. This vehicle if it was a euro 6 and 4 years and 1 month old would not qualify to be a taxi/private hire vehicle which is rediculous.

I understand the need for euro 6 vehicles and i am currently changing my fleet as and when i can but the cost of second hand vehicles has rocketed in the last 2 months due to new vehicles not being supplied due to a world wide shortage of computer parts for these vehicles.

A vehicle i bought in August 2021 is now £3000.00 more expensive and where will this end?

Vehicles should be euro 6 when a vehicle is being replaced and we should not be forced to change our vehicles.

I will be contacting our MP Anne Marie Trevelyan about this policy and express my concerns about the high risk of unemployment this policy will undoubtedly cause if this policy is allowed to go ahead.

Just to clarify i am OBJECTING TO THIS POLICY as it is presently.

Vehicle Age Addendum

Sat 18/12/2021 12:26

To: icensing Mailbox <licensing@northumberland.gov.uk>

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi,
The subject of vehicle age is a hot potato and one that does not get the attention required, personally I don't think a single age limit works.
To suggest a Dacia Sandero (new) costing £14 000 should be granted the same 8 year licence as a £40 000 electric car, WAV or 8 seater hackney is plainly unfair. Furthermore the threat of imposing the 8 year limit and the small difference in fares for vehicles with more than 4 seats has given rise to a shortage of such vehicles particularly in the Castle Morpeth zone.
Please note I fully support the proposed introduction of a vehicle age limit, there are too many vehicles pre Euro 4, 5 and 6 that plying for hire and clocked or otherwise will have excessive mileage and potentially have undergone significant transplants and repairs.
I believe an independent vehicle value should used, licencees will always try to persuade Licencing they paid Mr Smith £25 000 for a £14 000 Dacia, car value check, auto trader or glass's guide would help with that, Licencing's ruling being final and binding.

I wasn't trying to muddy the water, honestly

Vehicle age

Mon 15/11/2021 12:14

To: Licensing Mailbox <licensing@northumberland.gov.uk>

Cc:

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi,

Further to your Vehicle age replacement consultation questionnaire , I strongly disagree with your proposal , as all cars become Euro6 and NCC are checking all cars through an MOT test and a NCC taxi compliance test (upto 3 times a year), you should never have any unroadworthy on the road, and as the cars will always be Euro 6 , they will totally in line with current government guidelines.

Also after nearly 2 years of little work , drivers can not afford to replace vehicles and they will be forced to leave the industry and probably will not be replaced , leaving a massive gap in the counties transport system , and leaving many remote communities with no transport at all.

Please think carefully about the future of NCC taxi industry !

yours hopefully

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Zones (Question 5)

The Hackney Carriage zones within the licensing authority should be abolished. At we are one of the few operators who work across more than one hackney carriage zone within the county and the practice of splitting the authority into zones is out dated and damaging to the trade and to customers.

- Northumberland County Council should follow the advice handed from government in their *'Taxi and private hire vehicle licensing: Best Practice guidance'* document from the Department of Transport.
    - Relating to the questions of 'Taxi Zones' (page 89, point 90) (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/212554/taxi-private-hire-licensing-guide.pdf) the advice is clear; *'The Department recommends the abolition of zones. That is chiefly for the benefit of the travelling public. Zoning tends to diminish the supply of taxis and the scope for customer choice.'*
- While we understand that the 'best practice' document is not policy instruction but advice to authorities – it would be unwise for Northumberland County Council to once again ignore advice from the Department for Transport as well as from the trade. As the largest operator of private hire and hackney carriage in the Northumberland licensing area we could not recommend abolishing the hackney carriage zones more strongly
- We understand from previous discussions with licensing officers, minutes from meetings and conversations that Northumberland County Council has decided to persist with hackney carriage zones for the following reasons
    - 'Concerns on driver distribution, with a fear of a significant number of drivers moving from quieter zones such as Berwick to higher volume areas including Blyth Valley and Wansbeck'. This is an incorrect assessment of potential consequences because:
        - The abolishment of private hire zones in 2009 by Northumberland County Council has had no such similar effect on the distribution of services across the county. Private hire drivers have not moved en masse from the North of the County to the South East. You would see no such migration of services if the zones were abolished
        - Hackney Carriage services are more reliant on private hire services than ever. A series of technological advancements in the last decade has resulted in far more hackney carriage drivers undertaking private hire work. There has been no migration of hackney carriage drivers undertaking private hire work from Berwick to Blyth Valley or Alnwick to Wansbeck. Unlike the last consultation, we have the real life results of the abolishment of the private hire zones and there has been no large migration of services as feared. There is no practical cause for Northumberland County Council to maintain it's position on hackney carriage zones

    - The licensing authority has highlighted concerns that abolishing the zones could lead to 'similar problems Durham has experienced following their removal of zones.' As

an operator who holds a license in both Northumberland and Durham there are no continued issues regarding the abolishment of zones in Durham and the local authority in Durham has been justified with its decision

- The comparisons with Durham and Northumberland in terms of taxi licensing were never reasonable in our opinion for a number of reasons (Northumberland does not contain a large city including a major university or a mainline train station)
- Unlike the last consultation we have the body of proof that time allows which proves it was the correct decision for Durham County Council to abolish their hackney carriage zones. As Durham has historically been used as an example as proof Northumberland should not follow suit – it is essential that Northumberland learns from Durham and abolishes it's own zones

- The current zones negatively impact our business and the earnings of drivers while also badly damaging the environment. The reasons for this are as follows
  - restrictions require drivers who wish to move between vehicles or companies to acquire a number of different badges, requiring significantly increased outlay for drivers
  - Drivers with only specific zone badges are restricted on movement between taxi companies, and are also restricted on vehicle use particularly at short notice where their vehicle is off the road for repair. We have, on many occasions, been unable to offer a currently unemployed driver employment who had a badge for which we did not have an available vehicle.
  - There have also been many occasions where we have had an available vehicle but not had an available driver with the correct badge. For example, we operate as a private hire operator in the whole of the South East region. Our drivers have excellent knowledge of the area yet if one of our Blyth Valley cars is off the road they cannot drive a Wansbeck car. The driver is paying Northumberland County Council, knows and understands the area within Northumberland yet the archaic zone system would stop him from servicing the people of the county until the vehicle was repaired when another Northumberland County Council licensed vehicle was available to drive

- Current zones have an adverse effect on school transport costs for Northumberland County Council. A driver with a badge for a certain zone may operate a school transport run to a school in another zone. Under the current policy this driver would then need to return to their own zone to work through the day, then drive back to the zone the school is in for the afternoon pick up. This means drivers will have to put higher prices on their tender submissions to cover the dead miles and time, with the dead miles having a significant additional emission impact. There are a wide range of specialist schools in different areas that require pupils to travel a long distance for school. We currently operate routes from Berwick to Morpeth, Blyth to Alnwick and Hexham to Seghill. A Northumberland licensed driver, using a Northumberland licensed vehicle, carrying school children within Northumberland and paid for by Northumberland County Council should not have to leave Berwick once the children are at school, drive 110 miles combined (55 miles each way) to sit on a rank in Blyth when the driver could do the same in Berwick. This is impractical, unfair and terrible for our environment.

- Northumberland County Council has declared a 'climate emergency'. The continued existence of zones within the county is at odds with this declaration. The reduction of zones will reduce emissions as drivers will have to drive less miles 'returning' to zones when waiting for return bookings

- There is also an impact on the quality of service available from wheelchair access vehicles. We are currently unable to offer advance bookings for wheelchair users as we cannot ask a driver to drive between towns for a low fare job without their being able to continue to work in the area following the journey. Removing zones would naturally spread the wheelchair vehicles out between the towns of the county and allow a more equal service for wheelchair users. For example, if there were a booking in Alnwick for a disabled access taxi – we currently could not undertake that. However, if the driver could stay and work as a hackney carriage – this journey would be doable.

To summarise we hope we have demonstrated why Northumberland County Council should abolish the remaining licensing zones for hackney carriage vehicles and drivers. Advances in technology, the climate emergency, the body of evidence both in Northumberland for private hire zones and Durham for the abolishment of hackney carriage zones being excellent decisions that have benefitted the public and the trade – all suggest the zones should be abolished

Emissions and Vehicle Licensing Policy (Questions 6 and 7)

The proposed Northumberland County Council policy for vehicle age limits and emission standards does not go far enough in addressing the polluting nature of the vehicles the authority licenses and plans to license. The reasons for this are as follows:

- Northumberland County Council has recently declared a climate emergency and proposed reducing carbon footprint by 50% by 2025 before becoming carbon neutral by 2030. The current licensing policy allows a large proportion of the private hire and hackney carriage vehicles to be highly polluting older vehicles. This has a significant impact on the air quality across the county and particular in close proximity to taxi ranks, where there are regularly lines of diesel vehicles idling with their engines running. We believe these diesel saloon cars should have an age limit much less than the 8 years proposed for existing vehicles which have already been licensed.

- An effective solution to manage the total emission footprint of the counties taxi fleet is to implement an age limit on all new and renewed vehicle licenses. Whilst we have agreed to the council's proposal on a maximum 4 year age limit on new license applications and 8 years for renewal applications, we would recommend going further and implementing a maximum age of 3 years for new applications and 7 years for renewal applications, with an extra year (4 and 8 years) available for larger vehicles only (5-8 passengers). The policy of 3 years for new applications and 7 years for renewal applications on saloon vehicles was already in place for Blyth Valley before Northumberland became a unitary Authority.

- Alongside this, we believe the licensing authority should further promote the use of zero emission vehicles by installing taxi only charging points in each of the major towns

throughout Northumberland. This would have the additional benefit of reducing conflict between public and taxi driver owners of electric vehicles over charge point availability. Based on the current number of private hire and hackney carriage vehicle licenses in the county the licensing authority could raise approximately £39000 per year by raising the vehicle license fee of all non-electric licenses by just £50. This figure would roughly pay for three rapid electric vehicle chargers every two years. There would also be the opportunity to recover some of the costs by charging drivers to charge, though we would recommend offering a reduced rate to taxi drivers to further encourage electric vehicle take up amongst the counties drivers.

There will likely be considerable disagreement to the above changes amongst the county's drivers, who will likely respond to say that the do not make enough money to upgrade their vehicles and that their cars pass the licensing tests every year and are in great condition. We would like to emphasise that the trade has objected to improvements in emission standards on every possible occasion, and to view the output of this we would recommend committee members to visit the taxi ranks of the region during winter which will show the outcome of repeated driver objections; large numbers of old, polluting vehicles with their engines idling.

We would recommend a maximum timescale of 12 months from the next renewal date for each vehicle (from the time that the policy is implemented) to allow for this change to have any significant impact on the carbon footprint target set by Northumberland County Council in 2025.

DBS Checks for Proprietors, Directors and Partners (Question 10)

We strongly agree that all directors, partners and proprietors should have valid DBS checks in order to operate within the local authority area. All drivers are required to have and maintain valid DBS checks as part of the licensing policy to ensure public safety. It is a logical step to require those managing those drivers to be held to the same standards. The cost of these checks would not be prohibitive on any operator.

Register of staff who take bookings or dispatch vehicles (Question 11)

Similar to the above, it would be beneficial in the interests of public safety for thorough records to be kept on each taxi journey taken in the local authority area. We believe that it would be sensible to maintain a register of the staff members who take bookings and dispatch vehicles to allow for accountability at each stage of every booking and that the cost and time necessary to implement this would be minor for all operators. Most modern taxi dispatch systems allow for a register of all staff involved in booking and dispatch to be kept for each journey automatically.

PCV and PSV License (Question 12)

We strongly disagree with an additional condition being added to Private Hire Operator's Licenses on PCV drivers and PSV vehicles. We believe that this would be an unreasonable condition to add and if action of this nature is taken we would seek to challenge it through the courts.

It is not practical when operating a large fleet to contact customers in advance to advise that a PSV would be sent for the booking where operational changes have been necessary. Customers regularly do not answer the phone to us after they have made their booking and there are occasions where a PSV would be ideally located to complete a booking where it was finishing a prior booking nearby. This would minimise the emissions of this vehicle by reducing dead miles.

We have operated PSV vehicles for a number of years without a single complaint from a customer on the type of vehicle/driver that was used and operate this at exactly the same cost as a private hire vehicle.

The DBS checks that we complete for all PCV drivers is the same standard of DBS check which the local authority obtains for private hire drivers through NEREO.

There is no mention of the use of PCV drivers and PSV vehicles in the government best practice guide, and through research we have not yet been able to find a single local authority that has a policy like this in place.

Every operator that does not operate buses is going to agree with this policy change through self-interest, despite there currently being overwhelming demand for taxis at weekends which cannot be met. We do not believe that any operator that does not operate buses should have an influence on this decision.

Additional Points

Tariffs

Further to last week's email response request on the current tariffs in the local authority area, we would like to reinforce our position that all tariffs should increase.

Larger vehicles have always, until the most recent fare change, commanded a higher tariff than standard saloon vehicles, both on the initial starting cost and mileage rate. This has allowed parity between drivers of large vehicles and saloon vehicles, with fares reflecting the difference in running costs. Following the most recent change, which allows only an additional 20p per journey for larger vehicles, we struggle to get drivers into larger vehicles and have difficulty persuading those already in larger vehicles to work. This has had an adverse effect on the availability of larger vehicles for customers, which increases the total travel costs of larger groups who will instead need to book multiple smaller taxis.

As a result, the only way for drivers in larger vehicles to cover their additional costs is to put in higher prices for school contracts. The tender process is currently extremely uncompetitive.

This removal of a higher tariff for larger vehicles occurred when the tariff was aligned for all zones. In the consultation on this tariff change, of the 17 submissions there was only one objection to having a higher tariff for larger vehicles. This objection came from an operator running only two diesel saloon vehicles. The decision to remove the higher tariff makes a mockery of the consultation process.

The most recent tariff change in 2018 saw an increase of 27% for saloon vehicles but an increase of only 5.8% for larger vehicles. The tariff for saloon vehicles and larger vehicles is now the same other than an increased pick up charge (£0.20). As a result of this, we have seen a significant reduction in the number of drivers who are willing to operate larger and wheelchair access vehicles.

The Consumer Price Index for passenger transport has the associated costs of providing transport as having increased from 115.9 to 133.2 (using 2015 as a base line of 100).

Based on the above, we would propose an increase of Tariff 1 and 2 by 20%, and a further increase of Tariff 3 and 4 of 20% (giving a total 44% increase on these tariffs).

Driver Licensing Procedure

As stated above, we believe the current driver licensing procedure to be outdated, requiring drivers to complete difficult locality tests disregarding driver's access to Satnav and sophisticated booking systems with embedded Satnav or maps. The current licensing procedure requires potential drivers to obtain a DBS certificate for which their ID must be checked by the local authority. This ID check cannot begin under current licensing rules until the driver has completed licensing tests, dates for which are often significantly delayed from the point of application.

The DBS process takes a significant length of time from the point the application is completed. By allowing operators to complete and verify the ID of applicants a significant amount of time could be saved in the driver badge process. This would help alleviate the current driver shortage across the region and allow for more successful applications.

The government best practice guide for Taxi Driver Licensing recommends that licensing tests and procedures for procuring badges should not provide unnecessarily high barriers to entry. As such, we would propose that the current driver licensing policy is reviewed to improve speed and simplicity for potential drivers.

Representation with Licensing Authority

We have noted recently that a local taxi association was afforded a number of meetings with senior figures at the licensing authority to discuss potential policy changes. As a company we have been excluded from this association due to our size. We would like to request that going forward we have similar access to meetings with senior members of the Licensing Authority team.

Consultations

Fri 12/11/2021 11:39

To: Licensing Mailbox <Licensing@northumberland.gov.uk>

Cc:

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Sir/Madam

I would like to formally lodge my objections regarding NCC new policies.

The change of the zones in the county are unnecessary and I personally think it would have an impact on passenger safety and I feel it would seriously damage the income of the smaller businesses as it would allow the larger companies to flood the market with cars especially at the busy times therefore I am totally against this .

I appreciate that the council are under pressure to reduce the carbon foot print but I feel putting a struggling trade under financial pressure is not the way forward many are under a massive financial burden due to the pandemic imposing vehicle restrictions now will force many operators to lose their livelihoods as they are already struggling many living week to week I agree with all new licences adhering to euro 6 but feel the 8 year age restriction will not allow operators to get their businesses back on a even keel and may force many out of the trade.I agree with Euro 6 on new applications but feel the upper age limit needs to be extended which could easily enforced by assessing the standard of the vehicle when testing . A 10 year old vehicle that is properly maintained is equally able to do the job as a newer vehicle .

Please forward to the appropriate departments

Get Outlook for Android

Good afternoon all Please see attached below feedback we have had from the NPHTA today after we asked them for a legal point of view on the proposed changes in the consultation with regards to vehicles and Zones??

We was advised a 4 week consultation is not long enough to get a fair response from the trade Many Operators/ drivers have not received an email about the consultation?? (this is a legal requirement all parties receive notification) We request you extend the consultation period to between 6 to 10 weeks to give everyone time to one receive notification about the consultation and time to respond???

48 hours instead of 72? You can't rewrite an Act of Parliament!

It's 72 hours for good reason - so proprietors have sufficient time to report damage occurring at the weekend

A consultation period is usually 6 weeks This would also be a good compromise between the 4 and 12 mentioned

Consulting all interested parties meaningfully is a legal requirement - mentioned in the Regulators' Code and also case Law - Sardar and others v Watford 2006

Compromises are also possible on age limits The 4 and 8 year limits are fine. No new vehicle should fail to meet Euro 6. Existing vehicles should be allowed to run until 8 years old or another couple of years if already 8 years old.

Having a county-wide zone would deny passengers in outlying areas service as drivers would be required to charge only from the point of hire across a much bigger area and this would not be financially viable.

The original "prescribed distance" was 5 miles from the GPO This was changed to district boundary but becomes absurd when districts are the size of counties!

We look forward to your response

Re: Northumberland County Council Hackney Carriage and Private Hire policy Consultation 2021

<

Thu 11/11/2021 14 37

To: Licensing Mailbox <Licensing@northumberland.gov.uk>

Cc:

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi

I agree with the euro 6 car policy but not the 8year length of time frame the car can stay on the road the time frame is not long enough.I think making 1 zone for all of us is a really bad idea we as an industry is really struggling and it's hard enough to make a living just in berwick and allowing everyone else coming to our zone would just make it even harder.
Yours hopefully

On Friday, October 22, 2021, 10:43 am, Licensing Mailbox <Licensing@northumberland.gov.uk> wrote:

Good Morning,

Northumberland County Council Licensing Department are currently seeking views in relation to the Northumberland Hackney carriage zones. There are currently 6 zones within Northumberland which are based on the old boundaries of the former district Council's.
It is also proposed that a new policy be implemented in relation to age of vehicles licensed as hackney carriage and private hire vehicles. All vehicles for new licences shall be 4 years old or younger. This means the EURO 6 emissions standard applies to all new licences. Licences will not be renewed once the vehicle is over 8 years old.

It is further proposed to amend current policy to state that licensees should report details of any accidents to the Council within 48 hours instead of current 72 hours.

A condition to be added to hackney carriage and private hire vehicle licences to require a notice be displayed in all licensed vehicles providing details of how to make a complaint.

The following statement be added to the policy.
Due consideration will take place as to whether a referral to the DBS is made when it is thought that:
- *an individual has harmed or poses a risk of harm to a child or vulnerable adult;*
- *an individual has satisfied the 'harm test'; or*
- *received a caution or conviction for a relevant offence and;*
- *the person they are referring is, has or might in future be working in regulated activity; if the above conditions are satisfied, the DBS may consider it appropriate for the person to be added to a barred list.*

Proposed additional condition
Condition for all vehicles to require all proprietors, directors and partners to have an annual basic disclosure from the DBS and to advise the licensing authority of any change in directors or partners

Proposed additional condition.
Condition for operators of granting an operator licence, we will require a register is kept of all staff that will take bookings or dispatch vehicles

Proposed additional condition.
A standard condition to be attached to a Private Hire Operator's Licence: -
The use of a driver who holds a PCV licence and the use of a public service vehicle (PSV) such as a minibus to undertake a private hire vehicle booking should not be permitted without the informed consent of the booker.

Hackney carriage consultation 2021

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Sun 14/11/2021 21:09

To: Licensing Mailbox <licensing@northumberland.gov.uk>;

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Evening,

In response to your 2021 policy consultation, I would like to raise my concerns about your proposed changes.

Removal of the current 6 zones within Northumberland would create a situation where it would not be financially viable for drivers to serve areas outlying the towns as they would only be able to charge from point to point and not cover the cost of dead mileage. Passengers in these areas would therefore be denied service and may be put at risk.
The proposal of vehicle age limits is something I disagree with strongly, although I agree with implementing the Euro 6 policy. If a vehicle meets this standard and passes the required MOT standard and Council compliance test it should not matter what age it is.

Your proposal to reduce the reporting of any accident to the Council within 48 hours would prove impossible over weekends or holiday periods. Currently it is almost impossible to contact the licensing department at any time!

Details of how customers can make a complaint is already displayed in Hackney Carriages on the blue windscreen/dashboard card supplied by the council with all relevant License documents, so I don't understand why this is in your proposed changes.

I have no objections to any of the other proposed changes regarding DBS checks and PCV licences.

Regards,

Hackney Carriage Licence Holder

Consultations

Sun 14/11/2021 20:15

To: Licensing Mailbox <licensing@northumberland.gov.uk>

Cc:

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi thank you for recent comms

After filling in consultation i am also emailing my view :

1/ the abolishment of Northumberland taxi zones should not go ahead..It will prove a nightmare to police this never mind the health n safety concerns. It will create a
Free for all with cars travelling all over Northumberland this will increase the carbon footprint not reduce it..

2/ At this time i think a fare increase for 4 seaters is not nessacsary in the current covid
Recovery this would play into the hands of larger companies
.tho i do think 5 6 7 and 8 seaters could b increased as at the moment the difference is not viable as the extra cost of purchase n running cost is much higher.

3/ I strongly object to the proposed age limits. This would b a bit of a kick in the .... in the post covid recovery this is a heavy financial burden to place on drivers n operators as many barely made it through and are still struggling.
Euro 6 will come in eventually as fleets are updated naturally more time must given for drivers to renew there cars

Thank you

1.

Sent from Sky Yahoo Mail on Android

Euro 6

<

Fri 19/11/2021 17:53

To: Licensing Mailbox <licensing@northumberland.gov.uk>

Cc:

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi with regards to my response via the Ncc Link.
Please also find my reasons below

I strongly disagree on the vehicle proposal of Euro 6 and 4 years on and 8 years off. Up in the Berwick area we are the main and one of the only operators to run in our fleet wheelchair access minibuses of up to 8 seats or 7 seats plus a wheelchair.We currently operate all of the wheelchair home to school transport in the Grove School as well as routes to Barndale House. Aswell as this we provide services for the NHS and all the local care homes in the area as well as lots of private customers. I did until recently run a fleet of Euro 4 commercial vehicles on this side of the business due to the cost of a WA minibus being so high. We do not finance our vehicles we tend to buy them this way if for any reason business quietens off we don't need to pay finance . After winning signing and agreeing to another 5 years of SEN contracts it was stated that all new contracts had to be Euro 5 emmissions on any vehicle undertaking a contract of Home to School transport within 6 months of winning the contract.
After recovering from this massive impact in business because of Covid I feel that we are slowly coming out the other side . At this point I must stress that if my vehicles were on finance throughout Covid I would not now be in business as I couldn't of afforded the finance payments while the vehicles were stood up . My worry is we didn't foresee see this there for if this happened again I just couldn't survive on school contract work only as these buses do a lot of private wheelchair work aswell .
If I have to buy vehicles that are 4 years old I would need to finance them as I couldn't afford to replace 10 minibuses (if I was accepted I would need 10 minibuses on finance which I know I won't be accepted for as in the current market a 4 year old average 8 sept WAV costs approx £25k each that would be up to £250k to replace .
I have just recently complied with the NCC Home to School transport team and bought 5 newer Euro 5 emmissions minibuses in which I was and still am hoping to get the full 5 years contract out of ,,I still need to upgrade another 5 minibuses to Euro 5 from Euro 4.
At the minute 10 of my 12 vehicles are wheelchair access. As far back as I can remember , because of the lack of WAV the rules were any new Hackney carriages that were put on the road had to be WAV. I believe apart from another handful of wheelchair plated cars we are the only operator within the Berwick area that offer this service . With the current market of the costs to buy a used vehicle so high due to the large demand of new cars builders awaiting parts from manufacturers I also believe if you bring the 4 years old rule in to effect you will lose a lot of operators and taxi drivers because the work just isn't there to justify a vehicle being profitable if it can only be used up to 8 years old .
If my 8 seat WAV or any of my WAV were needing replaced these used to cost approx 15% more than a normal vehicle without conversion . With the prices hiking and the large demand In the last 2 years a WAV niw costs approx 50% more than a normal vehicle if the same type.
I therefore am hoping that there can be some sort of exemption for WAV to possibly require Euro 5 level or an exemption for Home to School transport . Looking at the amount of re tenders coming in every day all over the County it seems like NCC are struggling with getting operators to fulfil school contracts at the minute and all through Covid as there has been so many operators handed plates back and finished operating due to lack of business . If there can be an exemption then This in turn would then stand us a

better chance of survival and being able to operate the school transport routes required . This may also lead to other operators buying WA vehicles which in turn would help the communities and the customers we can't currently help if we are busy on other contracts if WAV could stay at Euro 5 or at least the commercial vehicles such as 8 seat minibuses
At the minute I believe that the requirements are Euro 5 for a car and Euro 4 for a commercial vehicle. Coukd this not be upgraded to Euro 6 for a Car and Euro 5 for any commercial or WAV. I also believe the EURO 6 are getting pushed by DFT statutory standards which is fine but can you explain the 4 year old rule and 8 year old rule please as I was led to believe this Is about emissions standards vehicle age shouldn't come into it as Ming as the emmissions are met like previous . I myself have older vehicles that are a lot cleaner inside and out than some new taxis that are on the road .

I also strongly disagree with the zones to be changed to 1 zone.
Excess travelling to other zones to ply for work will increase the emissions and carbon footprint in a lot of cases . I also feel that customers will get ripped off if drivers don't know the area they are working in and following sat navs as sometimes they can lead you down wrong roads or dead ends etc . I truly believe each zone should stay as they are to avoid a lot of issues like this that may arise.
The knowledge test will also take a lot more tutition of a much larger area that will in turn take a lot more time fir drivers to get badges and possibly
more paper work for the NCC if new drivers fail a lot more

I look forward to hearing from you in due course

Kind regards

Sent from my iPhone

Fw: Consultation

Jane Gunby <Jane.Gunby@northumberland.gov.uk>
on behalf of
Licensing Mailbox <Licensing@northumberland.gov.uk>
Tue 11/16/2021 9:20 AM

To: Laura Elliott <Laura.Elliott@northumberland.gov.uk>

Licensing Team
Business Compliance & Public Safety Unit
Housing and Public Protection Service
Northumberland County Council
Stakeford Depot
East View
Stakeford
NE62 5TR

E: licensing@northumberland.gov.uk
T: 07790 986605 / 07790 986531 / 07790 986606

From: M
Sent: 12 November 2021 20:10
To: Licensing Mailbox <licensing@northumberland.gov.uk>
Subject: Consultation

Consultation 2021
Zones and vehicles age

Personally I think this is unfair and a risk to the public !!!!
Many towns throughout Northumberland have Hackney drivers who work the ranks only and if the Zones was to open up they could be driven out of business by the bigger companies who flood the ranks!!!Weekends you will see cars travelling to the Zones that have the most work and this will be a risk to the public having taxis who are not from the area and not nowing the streets etc, and on the flip side they will leave the area they have come from with no taxis!!!! Members of the public left without taxis!!!
The police are even saying Don't get into a taxi Not from your area!!!!!
Having a county-wide zone would deny passengers in outlying areas service as drivers would be required to charge only from the point of hire across a much bigger area and this would not be financially viable

Euro 6
The trade is still trying to recover from the pandemic and to make changes like this could send many companies out of business!!!
I agree that we need to improve the carbon footprint, many taxis registered in Northumberland are older cars ?? If this is the case it would take many Operators years to upgrade their fleets

However many will be looking to improve their fleet over the next few years and hopefully

many will look at Euro 6 cars!!! (if they want to help carbon footprint)

This will take time and finances
If your vehicle is of Euro 6 standard you should be able to keep the car on the road longer than 8 years old. 10 years + would help long term and help financially.

Anyone who is replacing an existing taxi should be looking to bring them upto Euro 6 starting in 2025?
One way to help is replacing cars should have less than 30000 miles on the clock!!! This way most would be newer vehicles and hopefully be Euro 6!!!.

The trade needs time to recover and this may take 3/5 years.
Will the council make Grants available to help towards buying Electric cars??
This may encourage drivers to upgrade their fleets.

Re: Northumberland County Council Hackney Carriage and Private Hire policy Consultation 2021

- <
Thu 18/11/2021 14:15
To: Licensing Mailbox <Licensing@northumberland.gov.uk>

I wish to register my objection to the introduction of the proposals for removing the zones in the Northumberland area as this will only benefit larger operators with multiple cars and drivers. This will be severely impacting on the smaller and independent operators and preventing them earning a living.

Especially after the 18 month pandemic we are just starting to recover from.

I also wish to object to the proposals for imposing age limits on the vehicles at this point, for the same reasons that we are not in a good financial position after just starting to exit the Covid 19 pandemic.

I personally lost 75% of my business turnover when the pandemic hit and the only income was from a school transport contract I have with NCC.

I still had overheads to cover which included vehicle finance, Taxi plate licences, insurance and vehicle running costs.

May I also point out that the council have not given the correct amount of time for the consultation. By law consultation periods should be between 8 to 12 weeks and not the 4 weeks Northumberland County Council imposed on us.

Regards

From: Laura Elliott <Laura.Elliott@northumberland.gov.uk> on behalf of Licensing Mailbox <Licensing@northumberland.gov.uk>
Sent: 22 October 2021 10:40
Subject: Northumberland County Council Hackney Carriage and Private Hire policy Consultation 2021

Good Morning,

Northumberland County Council Licensing Department are currently seeking views in relation to the Northumberland Hackney carriage zones. There are currently 6 zones within Northumberland which are based on the old boundaries of the former district Council's.
It is also proposed that a new policy be implemented in relation to age of vehicles licensed as hackney carriage and private hire vehicles. All vehicles for new licences shall be 4 years old or younger. This means the EURO 6 emissions standard applies to all new licences. Licences will not be renewed once the vehicle is over 8 years old.

It is further proposed to amend current policy to state that licensees should report details of any accidents to the Council within 48 hours instead of current 72 hours.

A condition to be added to hackney carriage and private hire vehicle licences to require a notice be displayed in all licensed vehicles providing details of how to make a complaint.

Re: Northumberland County Council Hackney Carriage and Private Hire policy Consultation 2021

Sun 14/11/2021 13:38

To: Licensing Mailbox <Licensing@northumberland.gov.uk>;

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Afternoon,

In response to your 2021 policy consultation, I would like to raise my concerns about your proposed changes.

Removal of the current 6 zones within Northumberland would create a situation where it would not be financially viable for drivers to serve areas outlying the towns as they would only be able to charge from point to point and not cover the cost of dead mileage. Passengers in these areas would therefore be denied service and may be put at risk.
The proposal of vehicle age limits is something I disagree with strongly, although I agree with implementing the Euro 6 policy. If a vehicle meets this standard and passes the required MOT standard and Council compliance test it should not matter what age it is.
I would also like to point out that during 2020 I bought two replacement vehicles for my hackney plates BT22 and BT43. I was told by the licensing department they could not be used as they were Euro 5 standard. I was forced to change them both for Euro 6 vehicles at considerable cost only to see many Euro 5 vehicles being newly licensed across the whole region after this point.

Your proposal to reduce the reporting of any accident to the Council within 48 hours would prove impossible over weekends or holiday periods. Currently it is almost impossible to contact the licensing department at any time!

Details of how customers can make a complaint is already displayed in Hackney Carriages on the blue windscreen/dashboard card supplied by the council with all relevant License documents, so I don't understand why this is in your proposed changes.

I have no objections to any of the other proposed changes regarding DBS checks and PCV licences.

Regards,

From: Laura Elliott <Laura.Elliott@northumberland.gov.uk> on behalf of Licensing Mailbox <Licensing@northumberland.gov.uk>
Sent: 22 October 2021 09:43
Subject: Northumberland County Council Hackney Carriage and Private Hire policy Consultation 2021

Good Morning,

Northumberland County Council Licensing Department are currently seeking views in relation to the Northumberland Hackney carriage zones. There are currently 6 zones within Northumberland which are based on the old boundaries of the former district Council's.
It is also proposed that a new policy be implemented in relation to age of vehicles licensed as hackney carriage and private hire vehicles. All vehicles for new licences shall be 4 years old or younger. This means the EURO 6 emissions standard applies to all new licences. Licences will not be renewed once the vehicle is over 8 years old.

It is further proposed to amend current policy to state that licensees should report details of any accidents to the Council within 48 hours instead of current 72 hours.

Response to taxi & private hire consultation 22 october 2021

Wed 17/11/2021 11:35

To: Licensing Mailbox <Licensing@northumberland.gov.uk>

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

16.11.21

Dear Licensing

In response to the proposed amendments to the Hackney Carriage and Private Hire Licensing Policy.

Can all members please bear in mind since the last consultation we have had a global pandemic which you are all aware brought the trade to its knees and will take many years to recover including many drivers /operators taking out things like bounce back loans etc to recover which were set to be repaid over many years which even if new vehicles were purchased, they would be removed by yourselves before the likes of bounce back loans were paid off. These were all brought in by the government to help businesses' bounce back not go under which is what many will be pushed to !

Points from previous consultation which are more relevant now !

1.New vehicle licences

A 4 year vehicle age policy is a bit steep considering how expensive cars are these days, older vehicles should be allowed to be licensed as long as they meet EURO 6 emission standards due to technology out there that can lower emissions drastically.

As the policy states at this present moment EURO 5 for passenger cars and EURO 4 for commercial vehicles why cant it be upgraded to EURO 6 for passengers cars and EURO 5 for commercial vehicles due to the huge difference in cost of commercial vehicles.

2. Existing Vehicles

If a vehicle is fit for purpose and is tested 3-4 times per year surely they are safer than most other vehicles on the road , Northumberland have probably one of the safest taxi fleets in the UK due to strict testing and more than just an annual test. EURO 5 standard was only brought in in April 2017 if this policy amendment goes ahead there will be people who will still have outstanding finance and unable to use their vehicles some vehicles were purchased over a longer period due to higher costs.

This could cause a huge amount of financial strain on an already strained trade leading to stress, anxiety and depression the LA needs to bare this in mind when adding huge financial burdens onto drivers & operators.

Allow vehicles already licensed to stay on as nearly all drivers and operators replace their vehicles when required. Northumberland does not have a bad taxi fleet due to the amount of testing and enforcement we have but we can still all do our bit for the environment at the same time.

Other counties have age limits but not as extreme as off at 8 year old even Transport for London our capital city are reducing theirs from 15 yrs gradually down to 12 ,BUT if you licence a EURO 6 you get the 15 years again .

3. The cost of wheelchair accessible vehicles is astronomical and this must be taken into consideration bring in a EURO 5 for new licences but allow longer to run due to cost as no one will buy any and Northumberland will never meet its criteria for Disability Transport for the public of the county.

4. Electric vehicles should be exempt from costs of licencing to encourage them in the future the infrastructure is not anywhere where it should be for them to be a viable option yet, but should not be exempt from the age limits as they still have all of the same running gear and can wear out the same as any other car we don't have enough information

yet as they have not been tested enough to say they should be exempt as for the emission side of the electric vehicle research is way off what it should be to say they are zero emissions.

5. Removal of zones

The amount of out of area taxis/private hire vehicles working in Northumberland is bad enough without letting go of the only control the county has on the taxi trade .

Weekend are spent keeping Newcastle / North Tyneside vehicles off our ranks let alone making the situation a bigger issue where no one has any idea who is who at the moment there is a little bit of customer safety but remove the zones and that will disappear .

ie Jenny gets into a taxi on Blyth rank but the driver normally drives in Berwick she leaves her bag in the car her first reaction will be to contact the taxi companies in the local area she would never think that a driver/ vehicle from Berwick would have picked her up.

This example could also be the case if god forbid something happened to her while in the vehicle !

Most drivers & operators are aware of who works in the local area but couldn't help if this was opened up.

Passenger safety must be at the forefront of everything you & the trade do.

In short

Vehicles that are more than fit for purpose will be removed and will have to be disposed of (not great for the environment}

Vehicles still on finance removed.

Drivers working more hours to buy BRAND new vehicles to get the full length of life {8 years)

Jobs lost as not everyone can buy BRAND new or under 4 years old still in excess for £20,000 for cars and £45,000 for commercial and climbing.

Consideration needs to be given to mental health as the strain this will cause could cause anxiety, depression and other health issues these need to be highly considered.

Other job losses within the trade not just drivers i.e. office staff, mechanics, passenger assistant's due to paying huge amounts of finance .

If we are to reduce our carbon footprint this can be done in other ways not putting the huge financial burden on this trade alone vehicles can be adapted to reduce the emission output these must be considered.

Safety of passengers must be the biggest consideration where the zones are concerned Northumberland is massive !

Other options must be looked at we all want to help the environment , stay safe and in business but at what cost !

Car age

Tue 16/11/2021 10:50

To: Licensing Mailbox <licensing@northumberland.gov.uk>

Cc:

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Please accept this email as my opposition to the new proposal for age restrictions on cars, I think an age restrictions of 8 years is too short, myself as an independent operator would be constantly in debt with car finance payments, I also disagree with the opening of zones, I think this would cause cars/ drivers from out of the area they are licenced in at the minute flooding other zones therefore customers would not receive a good service from local drivers,

Thanks

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What is your name/Company name?	Are you a Licence holder	Which Zone are you licensed in?	Local Government Reorganisation in 2009 created 6 hackney carriage licensing zones which replicated the former district boundaries. The options available to the Council at the time were to retain...
1	Yes	Northumberland	Yes
2	Yes	BV TD	Yes
3	Yes	Blyth valley	Yes
4	Yes	Blyth	Yes
5	Yes	Castle Morpeth	Yes
6	Yes	Northumberland	No
7	Yes	Northumberland	Yes
8	Yes	BLYTH VALLEY	No
9	Yes	Alnwick district	No
10	No		No
11	Yes	BV	No
12	Yes	Northumberland/Tyndale	No
13	Yes	Berwick	No
14	Yes	Berwick upon tweed	No
15	Yes	Castle Morpeth	No
16	Yes	BV	No
17	Yes	WD CM	No
18	Yes	Berwick upon tweed	No
19	Yes	Tynedale	Yes
20	Yes	Northumberland private hire & Blyth valley Hackney	Yes
21	Yes	Wd cm	No
22	Yes	berwick upon tweed	No
23	Yes	WD cm	No
24	Yes	Blyth valley	No
25	Yes		Yes
26	Yes	Alnwick District	No
27	Yes	WD cm	No
28	Yes	BV	No
29	Yes	NORTHUMBERLAND	No
30	Yes	BV	No
31	Yes	NORTHUMBERLAND	No
32	Yes	BV	No
33	No		No
34	No		No
35	Yes	Tynedale	No
36	No		No
37	No		No
38	No		No
39	Yes	Wansbeck	Yes
40	Yes	Blyth valley	Yes
41	Yes	Wansbeck	No
42	No		No
43	Yes	BV	No
44	Yes	blyth	Yes
45	Yes	Morpeth	No
46	Yes	Blyth valley	Yes
47	Yes	Tynedale	Yes
48	Yes	Tynedale	No
49	Yes	BV	No
50	Yes	NORTHUMBERLAND	No
51	No		No
52	No		No
53	Yes	Wansbeck	No
54	Yes	NORTHUMBERLAND	No
55	Yes	BV	No
56	Yes		No
57	Yes	Northumberland County Council	No
58	Yes		No
59	Yes	ALNWICK	No
60	Yes	BV	No
61	Yes	BV	No
62	Yes	Blyth valley	Yes
63	No		No
64	Yes	BV	No

65	No		No
66	No		No
67	No		No
68	No		No
69	Yes	Northumberland	No
70	Yes	NORTHUMBERLAND	No
71	No		No
72	Yes	BV	No
73	No		No
74	No		No
75	No		No
76	No		No
77	No		No
78	Yes	TD	No
79	Yes	WD	No
80	No		No
81	No		No
82	Yes	BV	No
83	No		No
84	No		No
85	Yes	Tynedale	No
86	Yes	BV	No
87	No		No
88	No		No
89	No		No
90	No		No
91	Yes	Blyth valley	No
92	No		No
93	No		No
94	Yes	BV	No
95	Yes	BV	No
96	Yes	BV	No
97	Yes	BV	No
98	No		No
99	Yes	Castle Morpeth	Yes
100	No		No
101	No		No
102	No		No
103	No		No
104	No		No
105	No		No
106	No		No
107	Yes	Wansbeck	Yes
108	No		No
109	No		No
110	Yes	Tynedale	Yes
111	Yes	Blyth Valley	Yes
112	Yes	TD	No
113	Yes	Blyth Valley	Yes
114	No		No
115	No		No
116	Yes	Berwick	No
117	Yes		No
118	Yes		No
119	Yes		No
120	Yes	Tynedale	No
121	Yes	Castle Morpeth	No
122	Yes	Castle Morpeth	Yes
123	Yes	TD150	No
124	Yes	TD Zone	No
125	Yes	Wansbeck	No
126	Yes	Blyth Valley	Yes
127	Yes	Castle Morpeth	No
128	Yes	castle morpeth	No
129	Yes	Morpeth	Yes
130	Yes	Morpeth	No
131	Yes	Morpeth	No
132	Yes	Wansbeck	No
133	Yes	Blytg	Yes
134	Yes	Blyth	Yes

135	Yes	Tyne Dale	Yes
136	Yes	Blyth Valley	Yes
137	Yes	BT	No
138	Yes	BT (Berwick upon Tweed)	No
139	Yes	BV	Yes
140	Yes	Tynedale	No
141	Yes	BT	No
142	Yes	Berwick	No
143	Yes	Wensbeck	No
144	Yes	Northumberland	Yes
145	Yes		Yes
146	Yes	Castle morpeth	No
147	Yes	Tynedale	Yes
148	Yes	Berwick	No
149	Yes	Tynedale	No
150	Yes	Tynedale	No
151	Yes	Blyth valley	Yes
152	Yes	BLYTH	Yes
153	Yes	tynedale	No
154	Yes	tynedale	No
155	Yes	TD	No
156	Yes	TYNEDALE	No
157	Yes	Tynedale	No
158	Yes	Northumberland	Yes
159	Yes	Tynedale	No
160	Yes		No
161	Yes		No
162	Yes	Northumberland	No
163	Yes	Hexham	No
164	Yes		No
165	Yes	Tynedale	No
166	Yes	BT	No
167	Yes	TD (Tynedale)	No
168	Yes	Berwick	No
169	Yes	Tyndale	No
170	Yes	Blyth Valley	No
171	Yes	Berwick	No
172	Yes		No
173	Yes	Tynedale	Yes
174	Yes	morpeth zone	No
175	Yes	Berwick upon Tweed	No
176	Yes	CASTLE MORPETH	No
177	Yes	Blyth Valley	No
178	Yes	Wansbeck, Byth valley	Yes
179	Yes	Morpeth	No
180	Yes	Tynedale	No
181	Yes	Tynedale	No
182	Yes	Alnwick	No
183	Yes	Wansbeck	No
184	Yes	Tynedale	Yes
185	Yes	wansbeck	No
186	Yes	CM	No
187	Yes	Driver Hackney for County Morpeth, Wansbeck / Hackney Vehicle County Morpeth	No
188	Yes	Tynedale	No
189	Yes	Tyndale zone	No
190	Yes	Wansbeck Zone	No
191	Yes	Blyth valley	No
192	Yes	WANSBECK	No
193	No		Yes
194	Yes	BerwickUpon Tweed	No
195	Yes	Blyth valley	Yes
196	Yes	Berwick	No
197	Yes	Blyth Valley	Yes
198	Yes	Tynedale	No
199	Yes	Castle Morpeth	No
200	No		No
201	Yes	Wansbeck	Yes
202	Yes	Northumberland Tynedale	No

203	Yes	blyth valley	No
204	Yes	TD	Yes
205	Yes	BV	No
206	Yes	BV	No
207	Yes	WD CM	No
208	Yes		Yes
209	Yes	Wansbeck	No
210	Yes	Castle Morpeth	No
211	Yes		Yes
212	Yes	Blyth valley	Yes
213	Yes	Blyth Valley	Other
214	Yes	Blyth valley	Yes
215	Yes	Blyth Valley	Yes
216	Yes	Northumberland	Yes
217	Yes	Blyth	Yes
218	Yes	Blyth Valley	Yes
219	No		No
220	Yes	BV	Yes
221	Yes	Blyth	Yes
222	Yes	Northumberland	Yes
223	Yes	Blyth Valley	No
224	Yes	Blyth Valley	Yes
225	Yes	Northumberland	Yes
226	Yes	Blyth Valley	Yes
227	Yes	Blyth valley	Yes
228	Yes	Blyth Valley	Yes
229	Yes	Blyth valley	Yes
230	Yes	Blyth valley	No
231	Yes	WD and BV	No
232	Yes	Blyth Valley	Yes
233	Yes	Blyth valley	Yes
234	Yes	Castle Morpeth	Yes
235	No		No
236	Yes	Blyth valey	Yes
237	Yes	Blyth	Yes
238	Yes	Northumberland	Yes
239	Yes	Wansbeck	Yes

ID	Are you a Licence holder	What licences do you hold?	Which Zone are you licensed in?	Local Government Reorganisation in 2009 created 6 hackney carriage licensing zones which replicated the former district boundaries. The options available to the Council at the time were to retain...	additional comments
1	Yes	Hackney Carriage Vehicle; Hackney Carriage Driver;	Morpeth	Retain Zones	
2	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;	Bv	Retain Zones	
3	Yes	Hackney Carriage Driver;Private Hire Driver;	Blyth Valley	Remove Zones	Allowing hackney carriage vehicles to ply for hire anywhere in Northumberland will make the experience better for the customer. Cutting down on waiting times and also allowing drivers that have driven from one zone to another to work without the need to return all the way back to their licensed zone
4	Yes	Hackney Carriage Driver;	Berwick	Retain Zones	

5	Yes	Hackney Carriage Driver;Private Hire Driver;	Blyth Valley	Remove Zones	
6	Yes	Private Hire Driver;	North umberland	Retain Zones	
7	Yes	Private Hire Driver;Private Hire Vehicle;Private Hire Operator;	North umberland	Retain Zones	
8	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Morpeth	Retain Zones	
9	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Blyth Valley	Remove Zones	Means if you drop in another zone you can get a job back home
10	Yes	Private Hire Driver;	North umberland	Retain Zones	
11	Yes	Hackney Carriage Vehicle; Hackney Carriage Driver;	BERWICK	Retain Zones	cannot see any reason to remove existing measures for the zones its not really going to help us if yiou decide to remove the zones as we are already struggling in our area anyways so if a taxi comes from Alnwick lets say to work in our area there will be a lot of animosty against the driver which wil be not his fault it would be the fault of the council by putting us in this postion

12	Yes	Private Hire Driver;Private Hire Vehicle;Private Hire Operator;	Northumberland	Retain Zones	
13	Yes	Private Hire Driver;Private Hire Vehicle;	Wansbeck	Remove Zones	
14	Yes	Hackney Carriage Driver;	Tynedale	Remove Zones	
15	Yes	Private Hire Operator;	BV	Retain Zones	
16	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;	Tynedale	Retain Zones	
17	Yes	Hackney Carriage Driver;Private Hire Driver;	Blythvalley	Retain Zones	
18	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	TD	Remove Zones	If private hire are governed by one zone there is no logical reason that the same should not apply to hackney carriages
19	Yes	Hackney Carriage Driver;	Blyth	Remove Zones	

20	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Morpeth	Remove Zones	Removing the zones will help vulnerable people access more taxis.(I'm sure you already know northumberland has had a large reduction in taxis over the years) Removing the zones will help Employment(taxi drivers licenced in another zone can get better opportunities around the whole of northumberland) Removing the zones will reduce green house gasses with vehicles operating in all zones.(no need to rtn to the zone you came from) Removing the zones will help reduce the taxi tariff (drivers getting paid for both directions) so yearly increases will probably not be asked for. I can understand drivers concerns with the zones but overall we are her to offer a safe service at the right price.
21	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Tyndale	Remove Zones	
22	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;Private Hire Vehicle;Private Hire Operator;	Berwick	Retain Zones	
23	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Alnwick	Retain Zones	

24	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Tynedale	Retain Zones	Shortage of taxis to get worse if zones are opened
25	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	TD	Retain Zones	The big firms will move in and do cheap fares until they have got rid of the smaller competition. The they will have the monopoly of the trade.
26	Yes	Hackney Carriage Driver;	Tynedale	Remove Zones	Gives bigger and better scope for work
27	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Tynedale	Remove Zones	
28	Yes	Hackney Carriage Vehicle;Private Hire Driver;Hackney Carriage Driver;	Wansbeck Zone	Retain Zones	
29	Yes	Hackney Carriage Driver;	Tynedale	Remove Zones	
30	Yes	Hackney Carriage Driver;	Blyth Valley and Tynedale	Remove Zones	
31	No			Remove Zones	

32	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;Private Hire Vehicle;Private Hire Operator;	Northumberland	Retain Zones	Removing the zones has allowed big Company's to Negatively Impact on Northumberland a Region Entrenched on a Ethos based mentality of Customer Care & Responsibility the personal touch is paramount & service to the company is everything
33	Yes	Private Hire Driver;Private Hire Vehicle;	Castle Morpeth	Remove Zones	
34	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Blyth Valley	Remove Zones	
35	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;	Tynedale	Retain Zones	
36	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Berwick upon Tweed	Retain Zones	Removing the zones will have a major effect on public safety currently drivers work in areas that they know well open up the area into one zone there will be drivers in areas they don't know . It will also have a detrimental effect on rural districts for those who rely on taxi services as it will no longer be cost effective to provide these services .

37	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Castle Morpeth	Retain Zones
38	Yes	Hackney Carriage Driver;	Tynedale	Retain Zones
39	Yes	Hackney Carriage Driver;	Blythvalley	Remove Zones
40	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Tynedale	Retain Zones
41	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;Private Hire Vehicle;Private Hire Operator;	Tynedale	Retain Zones

42	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;Private Hire Vehicle;Private Hire Operator;	Cmwd	Retain Zones	Long Term Aim Perhaps Not in The immediate Future Timing to suggest nothing short of appaling
43	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;Private Hire Vehicle;Private Hire Operator;	WD	Retain Zones	
44	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Tynedale	Retain Zones	
45	Yes	Private Hire Driver;	Northumberland	Remove Zones	

46	Yes	Hackney Carriage Driver;Private Hire Driver;Hackney Carriage Vehicle;	Blyth Valley	Remove Zones	
47	Yes	Hackney Carriage Driver;Private Hire Driver;	Blyrh Valley	Remove Zones	Remove zone areas, Often have seen street pickups from out bars in Ashington from Morpeth Hackney taxis.
48	Yes	Private Hire Vehicle;Private Hire Driver;	North umberland	Remove Zones	Ability for a driver to have a more flexible working life and choose where and when they want to operate
49	Yes	Hackney Carriage Driver;Private Hire Driver;Hackney Carriage Vehicle;	Blyth Valley	Retain Zones	
50	Yes	Hackney Carriage Driver;	Wansbeck	Retain Zones	
51	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Blyth valley	Remove Zones	

52	Yes	Hackney Carriage Driver;Private Hire Driver;Private Hire Vehicle;Private Hire Operator;	BERWICK	Remove Zones	
53	Yes	Private Hire Operator;	None	Retain Zones	
54	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	Blyth	Remove Zones	Making follow on jobs much easier .
55	Yes	Private Hire Operator;Private Hire Vehicle;Private Hire Driver;	Northumberland	Remove Zones	
56	Yes	Private Hire Vehicle;Private Hire Driver;	Alnwick	Retain Zones	

57	Yes	Private Hire Driver;Hackney Carriage Driver;Private Hire Vehicle;Private Hire Operator;	AD	Retain Zones	
58	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;Private Hire Vehicle;	Morpeth	Retain Zones	
59	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	morpeth	Retain Zones	
60	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;	castle morpeth	Retain Zones	keep zones it.s better run this way.

61	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;Private Hire Vehicle;	Tynedale	Retain Zones	Larger companies will populate ranks all over Northumberland and this would have a major impact on Independent and smaller fleet owners who have already been negatively impact by the COVID19 pandemic.
62	Yes	Private Hire Driver;Private Hire Vehicle;Private Hire Operator;	Blyth	Retain Zones	
63	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;	morpeth	Retain Zones	you get other taxi drivers from out the area who dont know were they are going and its a safety aspect also as each zone know all drivers who work in that zone you open them up there will be confusion i dont want to work td or Alnwick or anywhere Elsa except morpeth
64	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;	Wansbeck and County Morpeth	Retain Zones	Gives small company and owner drivers chance to survive or be private cars parked in lay-by car parks or else phoenix and blueline just take over
65	Yes	Hackney Carriage Driver;	tynedale	Retain Zones	it is safer with zones , easier for you to police

66	Yes	Hackney Carriage Driver;Hackney Carriage Vehicle;Private Hire Driver;	Tynedale	Retain Zones	Shortage in other areas
67	Yes	Hackney Carriage Driver;Private Hire Driver;	Northumberland	Retain Zones	
68	Yes	Hackney Carriage Driver;Private Hire Driver;	Tynedale	Retain Zones	Easy to polce with zones
69	Yes	Private Hire Driver;	Northumberland	Retain Zones	
70	Yes	Hackney Carriage Driver;Private Hire Driver;	Northumberland	Retain Zones	
71	Yes	Hackney Carriage Driver;Private Hire Driver;	Tynedale	Retain Zones	
72	Yes	Hackney Carriage Driver;Private Hire Driver;	Tynedale	Remove Zones	
73	Yes	Private Hire Driver;	Hexham	Remove Zones	

74	Yes	Private Hire Driver;	Tyned ale	Retain Zones	
75	Yes	Hackney Carriage Driver;Private Hire Driver;	Tynda le	Retain Zones	The fact that there are Zines means that taxis return to their Area hence being abke
76	Yes	Hackney Carriage Driver;Private Hire Driver;	Tyned ale	Retain Zones	
77	Yes	Hackney Carriage Driver;Private Hire Driver;	Tyned ale	Retain Zones	

Northumberland
County Council

LICENSING AND REGULATORY COMMITTEE

DATE: 16 FEBRUARY 2022

Hackney Carriage Tariff

Report of Philip Soderquest, Head of Housing and Public Protection

Cabinet Member: Cllr. Colin Horncastle – Portfolio Holder Community Services

Purpose of report

To update Members on consultation responses on whether there should be changes to the current hackney carriage tariff

Recommendations

Members note the contents of the report and consider the responses received.

1. Determine to amend the tariff as below:
    i. To increase all 6 tariffs/or specific tariffs by a % amount. (members should note that due to the way in which tariffs are formulated it is difficult to have an exact % increase)
    ii. Increase price for flag fall, and/or increments for all/or individual tariffs.
    iii. Decrease yardage for flag fall, and or increments for all/or specific tariffs
2. Amend the timings which the tariffs apply.
3. To determine no increase for the tariffs.

Link to Corporate Plan

This report is relevant to the Living and Enjoying priorities included in the NCC Corporate Plan 2018-2021.

Key issues

The Council is responsible for setting the hackney carriage tariff, which represents, when the vehicle is operated within its licensing zone, the maximum tariff that may be charged.

The tariffs were reviewed in 2018 where the previous 6 different set of tariffs which were connected to the zones were merged and one set was created to cover the whole of the County.

The current set of tariffs is made up of 6 separate tariffs. 3 tariffs relate to vehicle for up to 4 passengers, the remaining 3 tariffs cover larger vehicles carrying 5 to 8 passengers.

The Licensing section have recently requested the views of the licensed trade as to whether any changes are required to the current tariff. 65 responses have been received which are attached as Appendix A.

The following tables shows a summary of the responses received.

Total number of responses	65
Number of responses not supportive of an increase	16
Number of responses supportive of Flag increase only	3
Number supportive of Tariff 1 and 2 increase	52
Number supportive of Tariff 3 increase	51
Number supportive of Tariff 4 and 5 increase	64
Number supportive of Tariff 6 increase	59

Background

Under the Local Government (Miscellaneous Provisions) Act 1976, Section 65, the Council has the power to determine the charges that may be made in respect of journeys undertaken in a hackney carriage.

There are 4 elements in relation to the setting of a tariff: Timing of the tariffs, flag fall, intervals at which fare increases and extra charges.

Following Local Government reorganisation in 2009 hackney carriage licensing was spilt into 6 zones covering the 6 former districts. Separate tariffs were in place for these 6 zones until a review of the tariffs in 2018.

In 2018 an extensive review of the tariffs was conducted. It merged all 6 sets of tariffs into one set which covered all of Northumberland. Due to the way the tariffs had been previously formulated it meant that for some zones there was a significant increase while for others it was modest. The current set of tariffs is attached as Appendix B.

In order to vary the hackney carriage tariffs a notice must be published in the local newspaper specifying the date the new tariff is to come into effect. Any representations received must be considered and a new date must be set, within 2 months of the original date, for the implementation of the tariff with or without modifications

Implications

Policy	
Finance and value for money	

Legal	Legal requirement to advertise any amendment to the tariff.
Procurement	
Human Resources	
Property	
Equalities (Impact Assessment attached) Yes ☐ No ☐ N/A ☐	
Risk Assessment	none
Crime & Disorder	none
Customer Consideration	Before making changes to policy consultation with those affected should take place.
Carbon reduction	
Health and Wellbeing	
Wards	All

Background papers:

Report sign off.

Authors must ensure that officers and members have agreed the content of the report:

	Full Name of Officer
Monitoring Officer/Legal	
Executive Director of Finance & S151 Officer	
Relevant Executive Director	
Chief Executive	Daljit Lally
Portfolio Holder(s)	Cllr Colin Horncastle

Author and Contact Details

Tasmin Hardy, Licensing Manager
Tasmin.hardy@northumberland.gov.uk

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Name	Comment
1	Regarding The Hackney tariff we are happy with the price of the tariffs we would like to leave them how they are.
2	Hi I agree it needs revised as the multi vehicle only gets 20p more than a car and it should be a lot more as the running costs are a lot more
3	I propose the tariffs to be made higher. As with rising fuel costs and more and more expense for running a vehicles. I think this to be only fair. Also maybe introduce a minimum fare so people aren't being undercut by these huge firms
4	Yes I think there should be a 10%/20 % increase in fares for the use of a minibus (4+ passengers) as previous northumberland tariffs were as the costs of a minibus are more.
5	Using rising incriminates of 50p instead of 10p. Starting the night tariff at 10pm. Halving the rising incremental time due to the 50% increase in fuel costs.
6	Price should rise as the daily fuel is rising along with oil pricing doubling and maintenance for the vehicles.
7	I think that the tariffs should be put up by 50 pence so on WD fares start at £2.50 so new tariff should be £3-£3.10 As a maximum and minimum of what is charged for Hackney carriage
8	Hi, as the fuel is at an all time high and it’s been 3 years I believe a increase in rates would be justified.
9	The proposed change I would suggest would be to differentiate tariffs based on the number of passengers. Currently there is little if no difference in fare between 4 or 8 passengers on the same journey despite the extra cost in running a larger car ie fuel, tax etc. Currently there is no incentive to run a bigger car and these changes would make it more viable
10	In my opinion the tarrifs for up to 4 seats should be left as they are and 5 to 8 seats should increase by 20p per mile and 30p per mile on tarrif 2. Also I would like tarrif 2 to start at 8pm and finish at 8am. The taxi trade is almost on its knees and increasing tarrif 1 would be suicidal in my opinion.
11	The only real change I would like to see is the multi-seater tariffs (5 passengers and above) gain a increase in the metered fare. In a ideal world this would be fare and a half but I understand this may not be a welcome idea at the moment with the cost of living rising and may scare people away from using taxis. However any increase will be welcome given that depending on the journey a metered rate MPV journey can be upwards of £10 cheaper than Blue Line Taxis for example. I am happy with the current saloon car rates for jobs with 4 passengers or less.
12	I believe the fares should be increased to reflect the high inflation and record high fuel costs. The fares would have to be hugely increased should licensing go ahead with the 4 year limit on taxis due to the huge depreciation cost on a vehicle that has been used as a taxi.
13	As a whole I'm happy with the tariffs except for the minibus tariff, the step up to T4 in my eyes isn't enough to justify myself purchasing one.
14	The should be amended every year at least in line with inflation.
15	Whilst fuel has increased considerably in cost in recent weeks there is hope it will return to pre crisis costs. Together with the fragile state of the business we at The Morpeth Taxi Co do feel it would be inappropriate to increase taxi fares at this time and further if drivers are wanting more money there are many times in the week they could work and support the people of and visitors to Morpeth. That probably goes for other zones too

16	To be totally honest I think that the present rates for both tariff 1 and 2 for 4 seater vehicles are more than adequate and any increase would only hurt the customers especially after everything with the recent lockdown. However I do think that the present rates for tariff 4 and 5 for multi seaters definitely need a rework. As the owner operator of an 8 seater vehicle I think it's truly unfair that our rates are identical to that of a 4 seater apart from the extra 20p or 30p on the standing charge. Not only are we able to carry double the passengers but all our expenses are higher as well, for example the initial outlay for the cost of the vehicle is almost £20,000 to £30,000 more expensive along with our fuel consumption and cost, insurance along with danger and risk. There is really no incentive to buy or own a multi seater if our fares are to remain the same as a car, it'll be more cost efficient to just buy a car which is cheaper and has a better mpg to save money on fuel and insurance.
17	I think the committee need to put in place, if not already a rate increase every 3 years based on inflation. As for any tariff increase this year, then yes a 15% rise across all tariffs.
18	I feel a tariff increase should be made as everything else is going up in price making it harder to make a living let alone a decent wage.
19	ref hackney tariffs fuel has never been so expensive therefore an increase needs to be considered and also a tariff needs to introduced for multi seat vehicles
20	I agree, there is a case to review tariff changes for all taxis in the district, especially with the current rise in cost of running a taxi and the difficulty transferring those costs into profits. At present a taxi driver has to work double the hours than anybody in a job that pays minimum wage. I see drivers working 70 hour weeks to make not even £300, yet for the purposes of benefit entitlements are treat as if they have made 70 hours work an minimum wage therefore don't qualify for help. My suggested proposal would be as follows: TARIFF 1: I do think during the day time on tariff one that the customer base would not pay any more if the increase was significant. Most customers are OAPs, those on benefits, and customers going to and from doctors or hospital appointments. Although these runs are short in distance, they form the core of our customer base throughout the day. I would suggest a small increase in starting price with no change to the increments per distance. TARIFF 2: Tariff 2 currently attracts a customer base who are out late at evening clearly with money to spend on nights out, restaurant visits, or other social activities. In my opinion, if people have money to spend on alcohol, and in many cases drugs and can be out until
21	With regards to a tariff increase I fully support this. It's been a difficult 18 months and there will be many challenges ahead ie fuel costs rising, insurance costs rising, the cost of vehicle replacements increasing and green taxes. I fully support a rise on the flag fall and a tariff increase to meet the constant increases in business running costs. Over the last 18 months many taxi drivers have left the industry for financial reasons. We are all now facing increased living costs and a tariff increase will help support drivers like myself continue in the trade.
22	I've viewed your email and have had some thoughts about what changes that could be made. My first thought about some amendments that could be made is the tariffs increasing due to recent fuel prices increasing. Another thought that I have had about the amendments is changing the times of tariff 2 changing because of the demand at the moment and would encourage more drivers to work later and new drivers to join. I definitely think there should be changes to the tariffs as other councils in the country have changed their tariffs.
23	Ithink the tariff should be increased but the licensing charge should stay the same no increase in badge charges for Northumberland we have gon through 18 months of hell and we would like to get some of the money back that we have lost

24	Given that the price of fuel has rocketed in the last few months an urgent review and increase is sorely needed given that fuel is one if not the biggest expense for a taxi driver Hopefully this can be rectified quickly On a much more personal note as a Blyth Valley Hackney driver prior to the last review there was a 20 to 25% increase on tariffs 1,2 and 3 for carrying more than four passengers for tariffs 4,5 and 6 This made up for the increased costs incurred for the larger vehicle and of course the higher running costs incurred In simple terms the cost per head for five people travelling was the same as four travelling in a car, above that it became cheaper per head A return to that example would be a very positive step in the right direction
25	To be totally honest I think that the present rates for both tariff 1 and 2 for 4 seater vehicles are more than adequate and any increase would only hurt the customers especially after everything with the recent lockdown. However I do think that the present rates for tariff 4 and 5 for multi seaters definitely need a rework. As the owner operator of an 8 seater vehicle I think it's truly unfair that our rates are identical to that of a 4 seater apart from the extra 20p or 30p on the standing charge. Not only are we able to carry double the passengers but all our expenses are higher as well, for example the initial outlay for the cost of the vehicle is almost £20,000 to £30,000 more expensive along with our fuel consumption and cost, insurance along with danger and risk. There is really no incentive to buy or own a multi seater if our fares are to remain the same as a car, it'll be more cost efficient to just buy a car which is cheaper and has a better mpg to save money on fuel and insurance.
26	My name is Neil Bunnett and I'm a driver yes there should be a tarriff increase due to fuel prices going through the roof and the cost of living has gone up too I'm a single dad and struggling besides hasn't been a tarrif increase for two years it should go up automatically every year many thanks
27	LAURA . I HAVE WORKED AS A TAXI DRIVER FOR TEN YEARS NOW AND I HAVE ONLY HERD OF ONE INCREASE IN THAT TIME AND WITH THE CURRENT CLIMATE I DO THINK WE SHOULD HAVE AN INCREASE AS ALL DRIVER'S ARE FEELING THE PINCH IN THE POCKET .
28	I think that taxi fares should be increased due to inflation, petrol costs etc. I also disagree with the tariffs of the multi-seater vehicles as there is only 40p difference from carrying one person to more than four people. I think this is why there is a shortage of multi-seater vehicles working now.
29	I think a rise in tariff charges are necessary as the price of fuel is rising uncontrollably. Especially for larger cars
30	Sorry about the late reply, but i do think that the cost increase to running and maintaining a taxi has increased to the point of coming close to unsustainable without a tariffs increase. please remember its not only the increase in fuel cost but with covid its the extra cost off disinfectant spray/wipes face coverings, gloves and hand sanitizers that the drivers need to cover.Also for a long time i was a taxi driver of larger cars i.e 8 seaters taxis the taxi had disabled access but the cost of running it was so high had to swap to a car which was sad as its one less taxi wheel chair users had available to them, but if i had been able to charge a higher tariff when carrying 5 or more passengers the extra income would have offset the higher fuel cost the passengers would still be happy as they would not need to pay for 2 taxis this would be a win win for everybody, if however the council decide not to allow a tariffs increase i truthfully believe more drivers will leave the taxi profession and with the driver shortage we have at weekend already would hate to see the problems on a Friday or Saturday night if more drivers pack in.
31	I would support a review and increase to the current tariffs as my running costs gave increased. Also I think fares should increase for larger vehicles as their costs are much higher

32	I believe a increase in tariffs for both saloon and mini buses is overdue, with the increase of fuel going up and up on a daily bases on top of all over increases many drivers are finding it hard to make a living so any kind of tariff increase would be gratefully welcome. Please don't forget all the hard work many many drivers did during all the lockdowns putting themselves and their family's at risk to get key workers to their destinations
33	as a taxi driver I would welcome an increase of the taxi tariffs, not to price taxis out of the public who use our service but to meet the rising overhead costs of running our vehicles, general inflation and the astronomical price of fuel in this current, crazy climate. Thank you
34	I agree to the increase for cars tariff 123 and mpv tariff 456
35	Hi Laura, I think there should be an increase in charges and a higher rate for larger vehicles
36	Hi Laura,, after giving it due care and consideration, I do think that the taxi tariff should be increased. Over the last 2 years, the pandemic has had a massive toll on our business. Our running costs have risen drastically due to the increase in fuel prices, I also think that the extra passenger increment, for mini buses, should be put back in place for over 4 passengers, after all extra weight means extra fuel. Most taxi drivers are a one man band and can't increase the tariffs individually, therefore this has to be done as a collective, and with the councils backing.
37	Hi I recently received your email about the tariffs I'm all for it since its been 2018 the last change I think the increase would be good since everything has gone up food fuel house hold bills phone contracts the list keeps going on ****** asked me to email you and what I thought I think it a good thing hope the customers we pick up on a daily base think so.
38	I would like to express my opinions on the current hackney carriage tariff consultation. It is my belief that the tariff increase is more than needed due to the rise in costs of running our vehicles and maintaining them to a high standard. In addition to this, the tariff for larger vehicles should be higher as they cost more to run and maintain than a typical saloon/ estate car. It is my belief that Taxi drivers should maintain the highest standards at all times and the cost of the service we provide should be reflective of this. An increase in tariff would allow drivers to be more selective when purchasing vehicles to be plated, that would not only be more up to date with safety technology but also improve both the image of the operator and passenger comfort when travelling in Northumberland plated Taxis. I hope my opinions can have a positive impact for change to the tariff, I look forward to seeing the changes in the near future.
39	In regards to the email I have received about the proposed increase in tariffs, I would like to propose that there is an increase across all of the current tariffs. My reasons for this is due to increase in running costs for the majority of vehicles ie. fuel etc. I personally drive an 8 seater vehicle so would like to see a bigger increase in our tariffs for larger vehicles due to our running costs being considerably higher than the a normal car.
40	In regards to your email, I think a tariff increase would be beneficial to drivers, in regards to larger cars ie: 6 to 8 seater cars, especially fuel cars after the increase in fuel prices.
41	I'm in favour ov a higher tarriff
42	I am emailing yourself in regards to the proposal email for a price increase on tariffs for the larger vehicles which effects myself driving a 7 seater mercedes, I think this move would be a sensible move forward for the northeast taxi trade as currently there is very little difference in price carrying extra body's in a larger vehicle compared to a smaller car
43	in response to changes I think the basic 4 seater rate has to increase and the rate for 8 seats needs to be increased more again the cost of running a bigger vehicle now is not worth it.
44	An increase would be great all-round including the 5 passengers and over.
45	I think it fair to say that being a taxi driver and most Fields of work has been very tough in the COVID-19 pandemic and the cost of living has Gone up quite a bit over recent months. To run a taxi in the current Climate is quite possibly at an all time with petrol prices among other thing. My personal opinion if current Hackney Carriage tariffs were increased that would be very fair. Myself and all taxi drivers I have spoke to are still recovering off loss of earnings due to the pandemic and restrictions put in place to combat that even with government and council grants

46	I am writing in response to your request for views on the proposed changes to Hackney Carriage Tariffs; I believe that due to repeated increases of cost of living, petrol and other associated costs an increase to the current tariff is necessary.
47	I would like NCC to reintroduce individual rates for 4 5 6 7 and 8 seat vehicles especially because the costs of vehicle purchases and fuel increases
48	I understand you are looking for taxi drivers options on tariff rises. I think personally they should go up as the cost of living has increased a lot, so our earnings need to increase too.
49	I work for Phoenix and propose an increase in tariff rate song with a higher multi seater tariff such as 8 customers or more in the 1 vehicle purely for the fuel cost and upkeep of the bigger vehicle.
50	I'm a Hackney driver and feel the tariffs should be increased. After Covid the cost of living and fuel costs have greatly increased. I also think that six seater and above should have a larger increase as they're more expensive to run and have higher charges at the airport. I hope my opinion helps .
51	I would like you to propose an increase in the tariff due to the following reasons. We have had an increase in insurance, tyres, maintenance ect and a very large increase in fuel prices. We are now paying an extra 0.40 per ltr compared to last year. Our margins are getting smaller and a lot of taxi driver are leaving and this is leading to a shortage of drivers.
52	Following your email last month, I do feel that the starting price of Tariff 1 needs increased from £2.50 to between £3-4, but the distances for increments should remain the same. Maybe giving the customer a much greater mileage for that £3 or £4 than the current £2.50 allows. Ashington for example, is a very low distance town, most fares on T1 don't even reach £5! Likewise, the same should apply to higher tariffs. A cheap taxi now costs a minimum of £400/week in bills alone, so I feel £2.50 is too cheap.
53	Sorry about prior message, I was just sending a quick message regarding the tariffs, I think it would be positive for a rise as the cost of running vehicle's is always on the rise, also would think that higher tariffs for even larger vehicle's, Vans, mini buses ect would be great as I drive one myself because increase in fuel prices are more difficult to manage than more fuel efficient car's.
54	I would like to propose an increase on both saloon and MPV tariffs. The most recent fare increase in 2018 saw saloon fares increase an average of 27% (T1 and T2), with an average increase of 16% on the first mile charge. However, the tariff for larger vehicles increased at a much lower rate, increasing at an average of 5.8% and 1.9% average first mile charge. This tariff change in 2018 matched the mileage rate of saloon and MPV vehicles on all tariffs. The higher cost of running larger vehicles has caused a significant reduction in the number of drivers of larger and wheelchair access vehicles who are willing to work evening and weekend shifts and we have seen a reduction in the number of drivers willing to drive these vehicles at any time.
55	am writing as a licensed driver and operator to inform you that the fares should increase by around 20% in Northumberland. The reasons there should be this increase are as follows: There has been no increase since 2018. Three years is a long time to wait for an increase as costs naturally increase and costs to the trade have increased significantly in this time The pandemic has resulted in driver shortages and many drivers suffering hardship and the increase in fares will help attract new drivers and bring licensed drivers who have left the trade to come back The council's climate emergency dictates that better, costlier vehicles should be licensed by the authority in the interest of public health. To allow drivers/operators to upgrade vehicles fares should be increased
56	The tariffs should go up for all cars as our costs are increasing all the time. It is getting harder to make a living with the cost of fuel/insurance etc being so high.

57	Hi Laura I drive a wansbeck 8 seater and would like to say that I think 8 seater vehicles need a considerable price increase as at the minute 8 people can travel anywhere for 40 pence more than a single person. Fuel price's for these vehicles are very expensive when loaded with people and general running costs also very high and we did not get tarrifs increase last time as cars where just brought into line with our tarrifs basically. I also support a increase across the board in taxi fares thanks
58	With regard to the current rates for tariff's they should increase above the current rate as wages in the employed sector are rising . Whereas self employed rates have remained static and running costs continue to increase in effect reducing a drivers income. Making the job less attractive. The rates for cars up to 4 seats in relation to say a minibus 7/8 seater are disproportionate. Most of the larger vehicles operate on diesel which has risen by some 10% in recent weeks alone. The proposal of these being replaced with an equivalent electric one isn't a viable option as the cost too purchase is considerably higher £30000 for diesel compared to £49000 for an electric one.
59	I am a Wansbeck 6 seater taxi driver I do believe that larger multi seater should have a price increase as cost more to run on the whole also multi seaters did not have much of a price added other than 40p at start of the metre. Im in fully support of on a whole price increase for taxis in general .ore so the larger multi seaters
60	To the licenseing Team. I believe that they should be a tariff increase in Northumberland and a further percentage tariff increase for larger vehicles to be implemented ASAP.
61	I believe that the tarriffs should go up and also 8 seaters have a different tariff to normal size cars.
62	Yes I do agree there should be a price increase for blyth valley taxis especially the bigger cars on a separate tariff from the normal 4 seater taxi .
63	In line with the general direction of inflation and increasing costs, I think the tarrif should increase by at least 20% and 20% more for larger vehicles.
64	With regards to the question you have raised I think we should review the tariff and have an increase especially the multi seater vehicles having ran a saloon car for many years and now run an 8 seater the cost of running one of these is far greater the current tariff needs to be increased to help towards the running costs hope my comment helps
65	I know this is past the closing date. I thought it was today the 19th. I strongly think that we should have a tariff increase to cover the rising costs we are incurring.

Northumberland
County Council

Hackney Carriages Official Fare Charges

Section 65 Local Government (Miscellaneous Provisions) Act 1976

TARIFF 1

For the first 500 yards or part thereof	£2.50
For each subsequent 91 yards or part thereof	10p
Waiting time: per 30 seconds or part thereof	20p

TARIFF 2: Between 11pm and 7am and all day Sundays and Public Holidays

For the first 500 yards or part thereof	£2.90
For each subsequent 72 yards or part thereof	10p
Waiting time per 30 seconds or part thereof	20p

TARIFF 3: Between 6pm on 24 December and 3am on 27 December and between 6pm on 31 December and 3am on 2 January

For the first 500 yards or part thereof	£4.70
For each subsequent 91 yards or part thereof	20p
Waiting time: per 30 seconds or part thereof	40p

Soiling Charge (except children under 14 years of age)	£60
Dogs (excluding guide dogs) or other animal	£1.00
Each items of Luggage, pram, wheeled trolley	£1.00

For non-cancellation of bookings where taxi supplied and dispatched but not required on arrival at the pick-up point the fares to be calculated from dispatch point at the tariff rates.

<u>The following tariff must only be used where more than four passengers (excluding the driver) are carried in a hackney carriage licensed for that purpose</u>

TARIFF 4 (More than four passengers)

For the first 500 yards or part thereof	£2.70
For each subsequent 91 yards or part thereof	10p
Waiting time: per 30 seconds or part thereof	20p

TARIFF 5: (More than four passengers) Between 11pm and 7am and all day Sundays and Public Holidays

For the first 500 yards or part thereof	£3.20
For each subsequent 72 yards or part thereof	10p
Waiting time per 30 seconds or part thereof	20p

TARIFF 6: (More than four passengers) Between 6pm on 24 December and 3am on 27 December and between 6pm on 31 December and 3am on 2 January

For the first 500 yards or part thereof	£4.70
For each subsequent 91 yards or part thereof	20p
Waiting time: per 30 seconds or part thereof	40p

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Northumberland
County Council

LICENSING AND REGULATORY COMMITTEE

DATE: 16 FEBRUARY 2022

Tax Conditionality for Taxis and Scrap Metal Licence.

Report of Philip Soderquest, Head of Housing and Public Protection

Cabinet Member: Cllr. Colin Horncastle – Portfolio Holder Community Services

Purpose of report

To update Members about new requirements from 4 April 2022 for licensing authorities to complete a tax check when renewing licences to:

- drive taxis or private hire vehicles
- operate private hire vehicle businesses
- deal in scrap metal

Recommendations

Members note the contents of the report.

Link to Corporate Plan

This report is relevant to the Living and Enjoying priorities included in the NCC Corporate Plan 2018-2021.

Key issues

Applications made on or after 4 April 2022 will need to include a tax check if they are:

- renewing a licence
- applying for the same type of licence you previously held, that ceased being valid less than a year ago
- applying for the same type of licence you already hold with another licensing authority

The Applicant must carry out the tax check themselves.

The tax check will be completed online using the relevant Government Website.

The applicant will be asked questions about how they pay any tax that may be due on income earned from the licensed trade.

After the tax check is completed a tax check code will be provided which will need to be provided to the licensing authority, so they can confirm the tax check has been completed.

Applicants who have never held a licence of the same type before or where the licence ceased to be valid a year or more before making this application will not be required to do a tax check but will need to confirm they are aware of their tax responsibilities.

Licensing Authorities should not grant licences unless the above has been completed.

Implications

Policy	None
Finance and value for money	None
Legal	
Procurement	None
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes ☐ No ☐ N/A ☐	
Risk Assessment	None
Crime & Disorder	None
Customer Consideration	Current licence holders have been informed of changes.
Carbon reduction	Not applicable
Health and Wellbeing	Not applicable
Wards	All

Background papers:

Report sign off.

Authors must ensure that officers and members have agreed the content of the report:

	Full Name of Officer
Monitoring Officer/Legal	
Executive Director of Finance & S151 Officer	
Relevant Executive Director	
Chief Executive	Daljit Lally
Portfolio Holder(s)	Colin Horncastle

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