

Introduction of a new North Yorkshire Council Taxi & Private Hire Licensing Policy (2023-2028)

A comprehensive review of the seven taxi and private hire policies and conditions currently in place across North Yorkshire has been undertaken. Although the policies have many things in common, the creation of the new North Yorkshire Council provides an opportunity to introduce a new revised policy which can be applied consistently across North Yorkshire.

The introduction of a new policy will likely result in changes for both the providers and users of taxi and private hire services depending on the area within which they currently live and operate. This consultation aims to highlight the key changes and seek your views on them.

The consultation is open until **XXXXXXXX** and we would encourage you to view the draft policy and make any comments by visiting our consultation page. All comments received will be considered prior to the policy being finalised.

Question	Options
1. Which of the following best describes your main interest in taxi licensing?	Resident Taxi or private hire driver Private hire operator Taxi trade organisation Business owner Charity or community group (if so what is the name of your organisation?) Councillor or MP (if so what area do you represent?) Aspiring taxi or private hire driver Other
2. Which area are you currently a resident in?	Craven Hambleton Harrogate Richmondshire Ryedale Scarborough Selby

	Other
3. Do you drive a Hackney Carriage or a Private Hire Vehicle?	Hackney carriage vehicle Private hire vehicle
4. Which areas are you licensed by? Please select all that apply.	Craven Hambleton Harrogate Richmondshire Ryedale Scarborough Selby Other
5. How easy was the Policy to understand?	Very difficult Quite difficult OK Quite easy Very easy
6. How could we make the Policy easier to understand?	Optional - Free text
7. Hackney Carriage Zones <i>(DFT Taxi and Private Hire Vehicle Licensing: Best Practice Guidance Paras 89-91)</i> With the creation of the new North Yorkshire Council, it is proposed to replace all existing hackney carriage 'zones' (i.e. the 7 legacy local authority areas) with a new single zone, thereby providing drivers with the flexibility to operate across the new North Yorkshire Council area.	Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

<p>The Department for Transport recommends the abolition of zones as it can diminish the supply of taxis and the scope for customer choice.</p> <p>Do you agree or disagree with this proposal?</p>	<p>I'm not sure</p>
<p>8. Do you have any comments you would like to make about hackney carriage zones?</p>	<p>Optional – Free text</p>
<p>9. Quantity restrictions</p> <p><i>(DFT Taxi and Private Hire Vehicle Licensing: Best Practice Guidance Paras 45-51)</i></p> <p>If the proposal to create a new single zone for the new North Yorkshire Council, the current quantity restrictions imposed by the legacy Scarborough and Harrogate areas in respect of hackney carriage vehicles will no longer apply.</p> <p>Imposing quantity restrictions on hackney carriage vehicles is no longer considered best practice, nor in the best interest of passengers. It is therefore not proposed to set a quantity restriction in relation to the new Council area.</p> <p>Do you agree or disagree with this proposal?</p>	<p>Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree I'm not sure</p>
<p>10. Do you have any comments you would like to make about quantity restrictions?</p>	<p>Optional – free text</p>
<p>11. Wheelchair accessible vehicles</p>	

<p>The Council is committed to improving the provision of hackney carriage and private hire services for all passengers. In fulfilling this commitment, it is important that all passengers are considered.</p> <p>Although some local authorities have moved to a 100% wheelchair accessible fleet, such vehicles may create access issues for passengers who do not require a wheelchair, but who do have other disabilities or limited mobility.</p> <p>The Council is keen to increase the availability of wheelchair accessible vehicles but is not proposing to require all vehicles to be wheelchair accessible at this time. It is proposed that a mixed fleet of vehicles will help to ensure a vehicle is available which meets a passenger's particular needs.</p> <p>Do you agree or disagree with this proposal?</p>	<p>Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree I'm not sure</p>
<p>12. Do you have any comment you would like to make about wheelchair accessible vehicles?</p>	<p>Optional – Free text</p>
<p>13. 'Grandfather rights' for existing licensed vehicles</p> <p>It is acknowledged that some vehicles currently licensed by a legacy local authority may not meet the criteria outlined in the new Policy.</p> <p>To ensure the operators of these vehicle are not disadvantaged, it is proposed that any vehicle licensed by either Craven District Council, Hambleton District Council, Harrogate Borough Council, Richmondshire District Council, Ryedale District Council, Scarborough Borough Council or Selby District Council prior to 1st April 2023 may remain licensed on renewal until such time as it would</p>	<p>Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree I'm not sure</p>

<p>have been permitted by the terms of the relevant policy in effect on 31st March 2023.</p> <p>Where an application is submitted for a new vehicle, or to replace an existing vehicle, the new/replacement vehicle would be required to meet the new criteria.</p> <p>Do you agree or disagree with this proposal?</p>	
<p>14. Do you have any comments you would like to make about ‘Grandfather Rights’ for existing licensed vehicles?</p>	Optional – Free text
<p>15. In-vehicle visual and audio recording (CCTV)</p> <p><i>(DFT Statutory Taxi & Private Hire Vehicle Standards paras 7.7-7.13)</i></p> <p>The Council does not consider the mandatory installation of CCTV in vehicles to be proportionate at this time. Factors such as cost, data responsibilities and privacy have also been considered in forming this view.</p> <p>In line with the Statutory Taxi & Private Hire Vehicle Standards, it is proposed that regular reviews will take place to identify any local circumstances which may indicate that CCTV would have either a positive or an adverse net effect on the safety of taxi and private hire users. Full consultation with stakeholders would take place as part of such a review</p> <p>Do you agree or disagree with this proposal?</p>	<p>Strongly agree</p> <p>Agree</p> <p>Neither agree nor disagree</p> <p>Disagree</p> <p>Strongly disagree</p> <p>I'm not sure</p>
<p>16. Do you have any comment you would like to make about in-vehicle visual and audio recording (CCTV)?</p>	Optional – free text

<p>17. Vehicle age limits</p> <p><i>(DFT Taxi and Private Hire Vehicle Licensing: Best Practice Guidance Para 32)</i></p> <p>Although it is acknowledged the DFT’s guidance suggests a vehicle age limit policy may not be appropriate, the importance of considering the climate change agenda when drafting and shaping local policy has increased significantly for Councils since 2010 when the DfT guidance on licensed vehicle age limits was produced.</p> <p>After considering the differing vehicle age limits in place across the legacy local authority areas, it is proposed to set the maximum age at which a vehicle will be first licensed to 5 years from date of first registration, and the maximum age a vehicle may remain licensed to 10 years again from the date of first registration. This represents a broad average of the age limits currently in place.</p> <p>Exceptions from these age limits may be considered by the specific circumstances of a case provided they can be justified.</p> <p>Do you agree or disagree with this proposal?</p>	<p>Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree I'm not sure</p>
<p>18. Do you have any comments you would like to make about vehicle age limits?</p>	<p>Optional – Free text</p>
<p>19. Vehicle testing frequency</p> <p><i>(DFT Taxi and Private Hire Vehicle Licensing: Best Practice Guidance Para 32)</i></p>	

<p>The DFT’s guidance states that the annual testing of licensed vehicles of whatever age (that is, including vehicles that are less than three years old) to be appropriate in most cases. The guidance goes on to state that a greater frequency of testing may be appropriate for older vehicles, with a suggestion of 6-monthly testing for vehicles over 5 years of age.</p> <p>The frequency of testing naturally varies across the legacy local authority areas. As such it is proposed to follow the DFT’s guidance and require annual testing of vehicles up to 5 years of age, with 6-monthly testing thereafter.</p> <p>Do you agree or disagree with this proposal?</p>	<p>Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree I'm not sure</p>
<p>20. Do you have any comments you would like to make about vehicle testing frequency?</p>	<p>Optional – Free text</p>
<p>21. Safeguarding Training</p> <p><i>(DFT Statutory Taxi & Private Hire Vehicle Standards paras 6.5-6.13)</i></p> <p>The Council recognises the importance of safeguarding training which is already provided in several formats by each legacy local authority as required by the DFT’s Statutory Standards.</p> <p>It is proposed that the existing training provision be harmonised, and that new applicants for driver and operator licences be required to complete an approved training session prior to a licence being granted. Once licensed, drivers and operators will then be required to complete a refresher training session every three years thereafter.</p>	<p>Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree I'm not sure</p>

Do you agree or disagree with this proposal?	
22. Do you have any comments you would like to make about safeguarding training?	Optional – Free text
23. Disability Awareness training <i>(DFT Taxi and Private Hire Vehicle Licensing: Best Practice Guidance DRAFT 2022 - Para 7.3)</i> The Council equally recognises the importance of disability awareness training. Although still in draft form, the revised DFT Guidance advises that all staff in customer facing roles should be trained in disability awareness, or have their knowledge and skills assessed. It is proposed that new applicants for driver and operator licences be required to complete an approved disability awareness training session prior to a licence being granted. Once licensed, drivers and operators will then be required to complete a refresher training session every three years thereafter. It should be noted that this training is in addition to the approved practical assessment which must be passed by a licensed driver prior to them being able to drive a wheelchair accessible vehicle. Do you agree or disagree with this proposal?	Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree I'm not sure
24. Do you have any comments you would like to make about disability awareness training?	Optional – Free text

<p>25. Practical Driving Assessment</p> <p><i>(DFT Taxi and Private Hire Vehicle Licensing: Best Practice Guidance Para 32)</i></p> <p>Practical driving assessments are not currently required by each legacy local authority area when applying for a driver licence. However, it is noted in the draft DFT Best Practice Guidance that 'Licensing Authorities should require taxi and private hire vehicle drivers to evidence a higher degree of driving ability as would be expected of a professional driver'.</p> <p>As such, it is proposed that all applicants for a driver licence pass an approved practical driving assessment prior to being granted a licence.</p> <p>Do you agree or disagree with this proposal?</p>	<p>Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree I'm not sure</p>
<p>26. Do you have any comments you would like to make about practical driving assessments?</p>	<p>Optional – Free text</p>

<p>Other comments</p>
Empty space for other comments

Other comments