

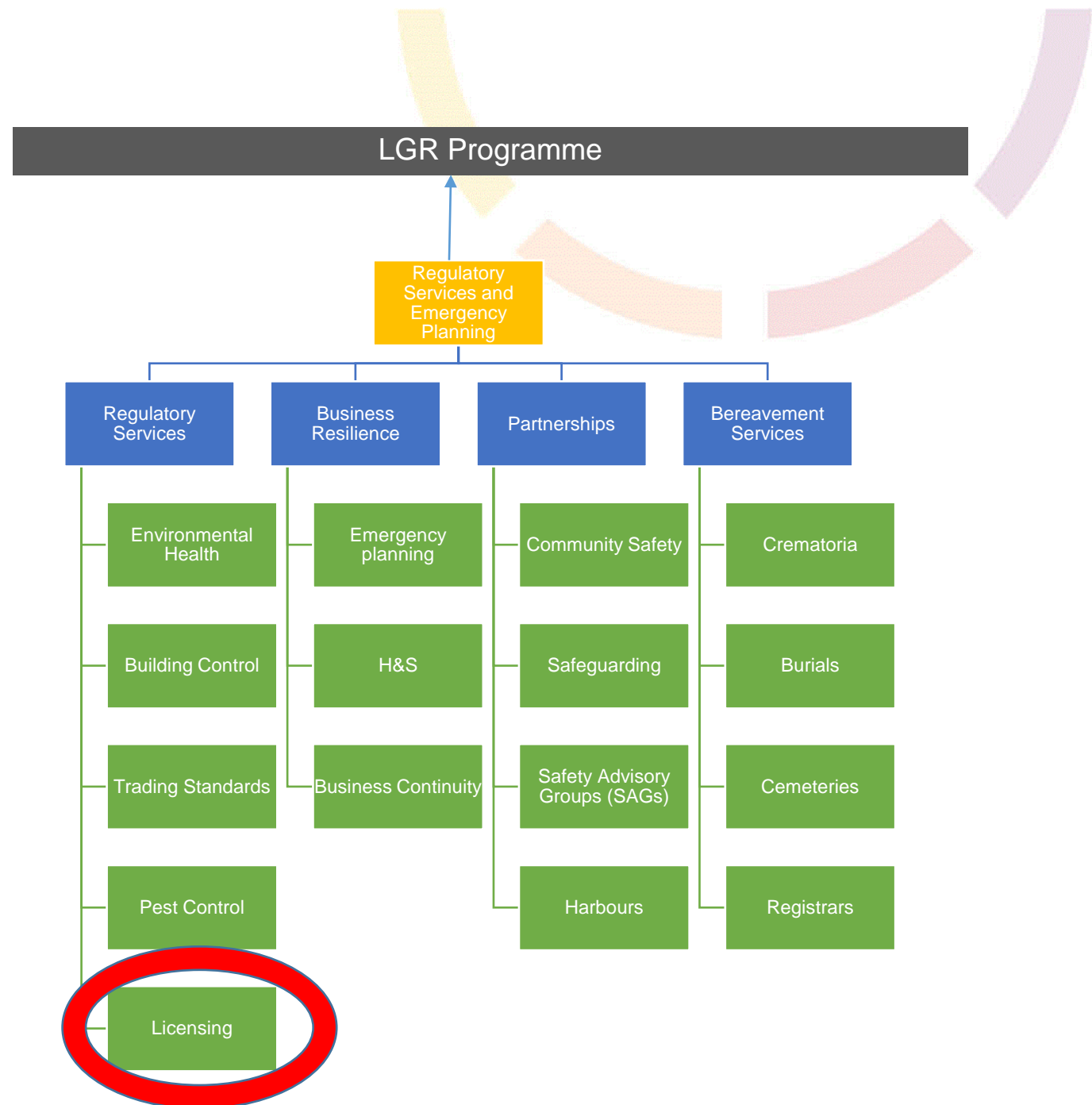


The new council for
**NORTH
YORKSHIRE**

Consultation of Draft Hackney Carriage and Private Hire Licensing Policy, North Yorkshire 2023

LGR: Key points

- 15 sub work streams across the whole LGR programme
- Licensing sits under a Regulatory Services sub group in the Regulatory Services and Emergency Planning Work Stream
- Led by Tony Clark as sponsor with PMO support
- Colleagues from across all 8 councils meet on a fortnightly basis to support each other and discuss progress
- Focus on ‘must do’ activities to ensure safe and legal operations.
- Anything else will come under transformation
- However, one of the principles is that ‘services should take **early opportunities** to join up services and teams where it is sensible to do so.’
- This is relevant to Taxi Licensing where it has been identified as advantageous to harmonise policy pre-vesting day.



Regulatory Services (Dean Richardson Head of Safer Communities Harrogate)

- Environmental Health - Dean Richardson (Harrogate)
- Building Control - Robert Harper (Ryedale)
- Trading Standards - Jo Boutflower (NYCC)
- [Licensing - Sharon Cousins \(Selby\)](#)
- Pest Control - Sue Seddon (Hambleton)

Terms of Reference

- To act as a sub group and assist the Regulatory Services and Emergency Planning work stream in ensuring that the new North Yorkshire Council has a safe and legal licensing service at the commencement of the new Council
- Primary objective is to ensure a smooth transition to North Yorkshire Council, ensuring that the new Council fulfils its statutory duties

Background and Introduction

- The purpose of licensing hackney carriage and private hire operations is to ensure that the public are provided with a safe and legally compliant service.
- The creation of North Yorkshire Council brings together 7 separate licensing authorities who previously had distinct policies, criteria, procedures, fee structures, conditions and Byelaws.
- The new proposed policy aims to harmonise existing arrangements and ensure a consistent approach is applied across the New Council.

Key Interdependencies

- Finance workstream - Fees and Fares Harmonisation
- Legal workstream - Support to ensure the policy is legally robust.

Timeline

Governance	Proposed Date
Reg Services Leadership	24/1/23
Ops Group	25/1/23
Resource and Reference Group	26/1/23
Member Working Group	TBC
Executive	7/2/23
Full Council	22/2/23

Proposed policy changes - Key Issues

Creating one single hackney carriage zone for the whole of the North Yorkshire area

This is in accordance with the DfT's Best Practice Guidance, aiming to increase the availability of hackney carriages and customer choice. The one zone provides consistency for the public and will assist in reducing dead mileage for drivers.

Swamping of areas at key times

Following implementation there may be a migration of hackney carriage vehicles to more densely populated areas in the short term. However, evidence from other unitary authorities who have followed a similar approach indicates that this is likely to level out over time as market forces take effect and supply flexes to meet demand, ultimately providing a better service for users

Hackney Carriage quantity restrictions

Restrictions are contrary to Best Practice Guidance issued by the DfT as they have the potential to diminish the supply of hackney carriages and limit customer choice. In addition they potentially reduce the incentive to deliver a high quality service whilst also creating a barrier to people wanting to enter the trade (indicated by the informal value attached to licences held by applicants with 'grandfather' rights).

Wheelchair accessible vehicle (WAV) availability

The removal of existing hackney carriage zones will enable hackney carriage vehicles to operate across the NY Council area. This open market approach should increase the availability of WAVs, balancing up to some extent the differences in legacy Council area WAV availability for users and maintaining a mixed fleet.

This requirement should be reviewed again by the Council following implementation of the new Policy and after a suitable 'settling down period', when market forces should have determined longer term supply issues. At this time it will be possible to gather a more representative picture of WAV provision across the new Council's whole administrative area and consider whether further Policy changes are required. There is a requirement to review the new Policy every 5 years and more often if there are significant local or national changes.



The consultation is ongoing:

24 October 2022 – 19 January 2023

Officers are reviewing consultation responses on
a fortnightly basis