

From: IPT Compliance
To: [REDACTED]
Subject: Licencing Concerns
Date: 03 March 2026 14:45:00

Good afternoon [REDACTED]

I thought I should raise some concerns with you regarding some aspects of licencing which are impacting Integrated Passenger Transport contracts. These concerns are currently predominantly in the Ryedale area but are also likely to manifest themselves elsewhere in the County especially in the more rural areas.

The seats in the rear row of some of the vehicles either previously licenced with North Yorkshire or being newly presented for licensing. are not standard seats but are smaller and narrower, and some are not fixed but can be 'flipped up' when not in use. In some cases, there is also reduced leg and head room, and there is usually little or no luggage space if these seats are deployed. These vehicles are generally marketed and sold as 6 or 8 seat vehicles, predominantly as flexible family vehicles with those seats for use by children. We have a number of these vehicles currently utilised on contracted home to school transport services with the smaller seats used by the pupils generally without issue, particularly as the journeys are relatively short, the younger pupils usually use the smaller seats and they do not carry luggage, only school bags. These vehicles are licenced by a number of the surrounding authorities, as well as some through North Yorkshire. Wherever possible, we maximise vehicle usage and utilise every seat in the vehicle.

We understand that the Licencing Committee has determined that for a number of reasons these smaller and narrower seats are not suitable and that the any vehicle of this nature which is presented for licencing will only be licenced for the number of regular seats it has e.g. a 6 seat will only be licenced as a 4 seat and an 8 seat will only be licenced as a 6 seat. We also understand that this decision will also impact the licencing of some of the specialist 4x4 vehicles required on a number of extremely rural routes.

This decision by the Licensing Committee is likely to have an impact on North Yorkshire Council's Integrated Passenger Transport (IPT) contracts as there are an increasing number of vehicles which are manufactured with 'flexible seating' and are currently licenced as 6 and 8 seaters but may, upon re-licencing be reclassified as 4 and 6 seaters. Therefore, additional vehicles/contracts may be required. In addition, there is likely to be some disparity between North Yorkshire and the surrounding districts as a number of these types of vehicles are continuing to be licensed by other Licensing Authorities.

We have been notified that one of our contractors has encountered this decision recently and the resulting reduced capacity of their vehicle will mean that an additional vehicle will have to be contracted, at an additional cost to the Council, to transport the pupils who will no longer be able to use that vehicle to and from school. As the Committee's decision is likely to impact more than this one contract then it is probable that IPT will need to commission more vehicles and more cost to the Council and CYPS Home to School transport budget.

As the availability of taxis in some areas of North Yorkshire is limited, particularly the more rural areas, then it is likely that where we are required to commission additional transport the tenderers will be from a greater distance away or based outside of North Yorkshire. This is also likely to be the case where specialist vehicles, such as 4x4's are required. This is also likely to increase the expected cost of any additional contracts required as a result of this decision.

I am happy to discuss these concerns further, as required, and would appreciate you raising these within the wider Licencing Team, as appropriate.

Kind regards,

[REDACTED]

Contract Compliance Manager
Integrated Passenger Transport

Ext: [REDACTED]