

Hackney Carriage & Private Hire Licencing fee review consultation – Email correspondence

Dear Taxi Licencing

I fully understand that the cost of living etc has gone up and thus our licences are expected to increase too, but with the cost of fuel, maintenance of vehicles, road tax, even our water bills (washing vehicles) etc also going up, the licence fees going up by such a large amount is going to put a great deal of a strain on the industry. I feel that we need to be getting "Better Value" for our money from the council, to justify this increase. As a private hire driver, even though only for 6 months, I have seen a vast increase in out of town PH vehicles, round the area. They are obviously wait to get another fare and not just taking their allowed break after dropping off. They hang around near to Taxi ranks and social areas (eg pubs & supermarkets), and are never seen to be challenged by the council/licencing officers. The Taxi Rank on James Street needs new legal signage from NYC. Stop lorries and other vehicles parking on the rank.

More of a presence of Licencing staff is needed on the streets, so that drivers & the public can feel safer & listened to.

Most of the above issues can & should be rectified by NYC using the Licence Fee money, and then the drivers would probably feel more like they are getting "better Value" for their money/fees.

Dear sir/madam

I think the licence fees should not increase due to the following reasons:

- 1 There is a recession going on.
- 2 Too many licences being issued.
- 3 Profit margins lower due to inflation.
- 4 Too many out of area taxis taking the trade.
- 5 Already the fees are high enough compared to other authorities.
- 6 When fees increase then our fares should as well accordingly which they didn't.

Dear Taxi Licencing Team,

Thank you, as ever, for the opportunity to "contribute" our views on the proposed fee increase — a gesture we drivers have come to recognise as both ceremonial and reassuringly predictable.

It is truly comforting to know that, despite rising operating costs, shrinking margins, increased competition, and a general erosion of trade, the Council has identified the one sector clearly awash with surplus funds: licensed taxi drivers.

We appreciate the delicate financial balancing act involved. After all, why burden inefficiency, administrative expansion, or budgetary miscalculations when a captive, regulated workforce offers such a dependable solution?

May I also commend the timing. In an industry already absorbing higher fuel prices, insurance premiums, vehicle costs, and compliance obligations, this proposal arrives like a masterclass in fiscal empathy.

That said, I would respectfully ask:

- What demonstrable increase in service or efficiency justifies the higher fees?
- What cost-saving measures were explored before defaulting to drivers?
- How does this align with supporting a struggling local trade?

Drivers do not object to fair, evidence-based adjustments. We merely hope consultations might one day feel less like a courtesy announcement and more like a genuine dialogue.

I write as a licensed driver to formally submit my objection to the proposed increase in taxi licensing fees.

This representation is made respectfully, yet with genuine concern, as the proposed adjustment carries significant implications for drivers, the local transport network, and the travelling public.

1. Economic Pressures on Drivers

The taxi trade is presently operating under sustained financial strain. Drivers continue to absorb escalating costs, including:

- Vehicle purchase and finance obligations
- Insurance premiums
- Fuel expenditure
- Maintenance and compliance costs

Margins have narrowed considerably. Any further fee increases, however modest they may appear administratively, compound these pressures and risk rendering the profession economically unsustainable for many licence holders.

2. Proportionality and Reasonableness

While it is understood that licensing functions must recover legitimate costs, the principle of cost recovery must be balanced against proportionality and fairness. Drivers respectfully seek assurance that:

- Only necessary and directly attributable licensing costs are being recovered
- All reasonable efficiency measures have been explored
- The increase is demonstrably justified by evidence rather than assumption

An increase should not be the default response absent transparent financial explanation.

3. Comparative Context

Fee structures should remain broadly consistent with neighbouring authorities operating under similar statutory obligations. A material divergence risks placing local drivers at a competitive disadvantage and may discourage retention and recruitment within the district.

4. Impact on Service Provision

Excessive cost burdens upon drivers may result in:

- Reduced numbers of licensed vehicles

- Diminished availability at peak times
- Increased fares to passengers

Such outcomes would not serve the wider public interest, particularly for residents reliant upon taxis for essential travel.

5. Consultation and Confidence

Meaningful consultation is central to maintaining trust between regulators and the licensed trade. Drivers would welcome:

- A detailed cost breakdown underpinning the proposal
- Evidence of efficiency or budgetary review
- Consideration of phased or moderated adjustments

Conclusion

This objection is not advanced in opposition to regulation, but in support of balanced, proportionate, and economically informed decision-making.

I respectfully ask that the authority reconsider the proposed increase, or at minimum provide fuller transparency regarding its necessity and calculation.

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Hi, hope you are all well.

Firstly I'd like to say that I acknowledge how hard you guys work and that overseeing the Taxi Trades rules, regulations and general running of things must be draining at times.

I myself have run a business before and I understand that certain financial decisions have to be taken in order to continue to provide a top level service. But I would like to add that any action should be followed by a fair and proper proposal to help drivers in this climate incorporating the Yin and Yang principle.

I personally work for Uber now and for myself I would like to see an increase in how long my vehicle can be used for, at the moment its up to 10 years but I'd like to see an increase to at least 12 years.

I believe that would be fair as surrounding Councils ie Bradford, Leeds and Kirklees allow their vehicles up to 15 years and that seems unfair on us as they heavily operate in Harrogate as well with Uber and in essence I'd be better off applying for a licence with a different Council.

Now if the physics in mechanical erosion differ from other Councils when a NYCC Plate is added then that's one I'd put to physicist Neil deGrasse Tyson but otherwise as long as it passes its compliance test it should indubitably be all good.

I know that there's leverage given to having a WAV or Electric Car but the negative aspects for both of them are too many to list.

If any of the drivers are asking for a meter increase I can respect that also.

Thankyou for your time in reading this and also for the opportunity for us to make our views known.

Good morning In reply to your email with a view to increase our licence fees Im am very surprised you would decide to put our fees up in the current economic climate ! I an earning 50% less than I was before licensing control went into the remit of NYCC ! Im a hackney carriage driver in Scarborough we have many more new hackney/ p hire drivers now with the dereg of hackney plates they work private hire before 10pm when their fares are higher & dont use their meters even though they are fitted which is illegal and has been reported many times with nothing done! Yet licencing wants to put the fees up ! more money for doing less ! Private hire earn their money and come on the ranks when it suits them there are not even enough rank spaces in scarborough for all the plates that work locally ! The station forecourt has been closed for a year with no sign of it opening we are stuck further up westborough past the station with no signage for train or passing trade even though we have requested signage and are suffering with the lack of trade the fares go up massively after 10pm when it used to be midnight which was reasonable we have no work after 10pm and licencing says we dont have to charge the fares but many drivers do charge it so people stay away ! The standard in the hackney trade is in great decline there is no dress code drivers dont put plates in their vehicles dont get out to help customers etc hang around outside station, casino ,take aways ,and licencing says thats fine while we sit waiting on official ranks and licencing say thats alright when we report this anything we report gets ignored or told its alright when we know its a breach of licencing laws I dont know if they are too busy or dont care licencing should have been left in local control we have so many problems and now you ask if you can put the fares up which im sure you will regardless ! No I dont think they should go up because of the cost of living and what are we paying for a declining trade !

Following enquiries from LPHCA Members in your area, we have studied your proposed increases for licensing fees, and out of courtesy, we have contacted you to advise that we are unhappy, and we are also sending in a formal FOI request. For your information, the LPHCA is examining how combined authorities (unitary controlled) are performing, and we hope to identify positive outcomes, including reduced costs and increased efficiency. We are grateful that you have notified our members of your intention to increase fees; however, we have a number of concerns we'd like you to address regarding the justification for your Fee increases, without increasing the tariff rates needed to remain viable. In the first instance, would you be kind enough to advise us why fare rates are not being increased to enable operators and drivers to meet your increases, please? It would also be

helpful to understand the rationale behind such increases, as other unitary authorities have saved money and made efficiencies for licensees.

In the longer term I will be working with Licensing Authorities, the Department for Transport, government ministers, The Institute of Licencing (Iol) and The Licensed Trade to ensure that that levelling up of authorities delivers reduced costs and increased efficiencies.

I notice that you are proposing to increase licence fees by approximatly 4% this i find quite concerning when the service you offer has actually got worse! nobody can contact the office directly by phone the only point of contact is by email and the it takes up to 5 days for you to respond, If it is an important matter that is no good. Why can we not see a representitive when required!

When a fare increase was looked at because of cost etc you ellected not to give drivers any fare increase for the second year running.

How many times have enforcement officers been out on the street at night, and how many time this next year will they be out, when they are out and word spreads around they are out and it seems Taxi's seem to disapear off the rank which says to me some of the cars have somthing wrong and these people need stopping. Again isn't this somthing that is included in the licence fee.

NO FARE INCREASE, NO EASY REACH OF THE LICENCING OFFICE, NO ENFORCEMENT OFFICERS ON REGULAR PATROL. NO LICENCE FEE INCREASE!

Has the decision already been made is this a waste of time not to worry local elections soon to come round.

Please ignore my previous feedback.

I didn't see the renewal prices and I thought that our licences were going up to the new licence costs, which would be unachievable on what I earn.

Hello,

I earn £10 an hour working self employed for a taxi firm in Filey. I will more than likely struggle to earn more than my tax allowance this year working 37-40 hours per week. I am finding paying the £485 amount for my three year licence recently a real struggle (this amount includes the necessary medical and training).

If you go ahead with these price increases I will be forced to leave the industry.

I feel that I do a really good job transporting children with SEN and clients in Filey, providing excellent customer service with a smile. But I will not be able to continue giving this service if the council goes ahead with its plans.

I think the fees you are proposing are far in excess of what they should be I think the existing fee are far too expensive all you are doing is feeding inflation his extra cost will be passed on to the customers who are struggling as it is I really don't think you live in the real world has any one of you ever been a taxi driver? I don't think so There is no minimum wage for self employed taxi drivers the running cost are out of hand as it is I can not earn £12:00 per hour I may take that but by the time you take off cost per sale I end up with about £5:00 per hour and now you want to take more of that I live in Scarborough we can only charge as much as

the market will pay and we are on or passed the limit now if I worked in York then the story would be different I think you can not slap a county wide increase like you are proposing you need to study the area as some of the better areas ie York can afford a small increase but a lot of the areas really need a decrease In conclusion I think you need to start again with your costings and make them appropriate to the area they are to cover the county is far too big and diverse for a blanket cost let alone a increase it just is not fair Please feel free to contact me at any time and am always ready to discuss things like this Warm Regards

I am a struggling taxi driver. We have gone from been a big cooperate company to a one car team because of continuous rising cost, covid and allowing Uber to illegally operate without any support to us from NYC taxi team. Uber sit about on every corner blatantly awaiting jobs to come in even though they are mostly from Bradford, Leeds and Wolverhampton. There is also no contact what's so ever from our taxi team even changing the email address without informing us first. We cannot ring or speak to a person and the only contact we get is negative emails telling us if something isn't done we will be suspended. The rank we sit on is an unsafe working space. I have been insulted and threatened with violence on numerous occasions because people believe they have every right to walk or park on there even when you ignore them they still get aggressive. I have been so close to been run over with vehicles swinging on whilst I'm trying to get my customers baggage in the car. What do the council do nothing. So please tell me what are we paying extra for when you give us less and less. All you will achieve is losing more Hackney drivers and bringing in more out of town private hire illegally plying for jobs. I still enjoy aspects of my job but it is getting to the point where the bad out-way the good and out pricing us could be the straw that broke the camels back.

Thank you for asking for feedback. And I'm sure I along with most other drivers at this time feel the same way regarding the current situation in Selby and North Yorkshire as a whole.

The trade in Selby has been decimated by Ubers from Leeds, Bradford, York, Wakefield, Calderdale and Wolverhampton, any increase will be the final nail in the coffin for the drivers who are trying to ride the waves of this storm.

I am also concerned as to the whereabouts that our licence fees actually goes, I'm aware a fellow NYC driver has asked for these to be made available, these are of course ringfenced purely for taxi purposes and as we haven't seen any enforcement officers supporting the drivers on the streets in Selby against the out of town Ubers or for any parking infringements that regularly occur in Selby, I and my fellow drivers feel that a decrease in the fees would be more appropriate.

I'm happy to be proven wrong when all the expenditure etc has been released.

Dear Sirs. I read with interest the proposed new charges. As there is no corresponding increase in fares proposed I would be interested to know how the drivers are supposed to pay these without suffering a drop in their income bearing in mind that inflation is still at about 4%. Is it the councils intention to deliberately inflict a pay cut on the people who provide a public service or do they wish to lower the standards of the Taxi workforce by reducing the earnings potential and thus the calibre of drivers recruited. I would be very interested to understand the reason behind this proposal.

Dear sirs,

I was really surprised to find out that north Yorkshire was considering increasing the taxi industry fares.

I know some people want a fare increase but in my opinion in this climate because of all the free hackney carriage plates handed out and with Uber taking over the majority of taxi work I think this wouldn't be helping.

I can't talk for other people but I know that I struggle to make ends meet as the moment and it's getting worse rather than better.

Insurance prices are now ridiculous, fuel is expensive and so on.

People are leaving the industry which I completely understand as Peter and I are thinking wether to renew our car/badges licenses. I am sure that we are not on our own.

Dear Licensing Team,

Good afternoon,

Thank you for the opportunity to comment on the proposed increase in hackney carriage and private hire licensing fees.

As a Hackney Carriage Driver, I feel it is unfair to raise licence fees at this time. Trade has been very slow for many drivers, and we are already struggling to cover rising costs such as fuel, vehicle maintenance, insurance, and general living expenses. Any further increase in fees will only add more financial pressure to drivers who are trying to remain viable and continue providing a reliable service to the public.

Many drivers have seen a significant reduction in work, and for some, these additional costs could make it difficult to continue operating. I believe now is not the right time to increase fees, and I would ask the Council to reconsider or delay any proposed rises until the trade has recovered.

Thank you for taking the time to consider my comments.

Good afternoon,

Thank you for the email regarding the proposed changes to the fees for Hackney carriages and private hire vehicles.

I would like to offer my objection to any price increases that you may be thinking of implementing.

Times are hard in every walk of life and any proposed increase wouldn't be beneficial to anybody at the minute.

I'd like to ask, what do the fees go towards? What do the council use the money for and what benefit would the increase mean in terms of what the money goes towards?

Thanks in advance.

To whom may concern,

I am writing to formally raise concerns regarding the proposed changes to taxi and private hire licensing fees put forward by North Yorkshire Council, and the cumulative impact these changes will have on drivers and vehicle proprietors across the county.

The taxi and private hire industry continues to face significant pressure from rising fuel costs, vehicle prices, insurance premiums, and the wider cost-of-living crisis. While some of the proposed fee changes may appear modest when viewed individually, the combined effect of increases across driver, vehicle, and administrative charges creates a growing financial burden for those working within the trade.

This issue is particularly acute in areas such as Harrogate, where there are already shortages of licensed drivers and increasing difficulty in maintaining adequate service levels. These shortages affect residents, visitors, local businesses, and the wider local and visitor economy. Any additional financial disincentives risk further worsening an already challenging situation.

Driver licence fees (North Yorkshire)

Under the current fee structure, driver licence renewal fees are:

- £140 for a one-year renewal
- £285 for a three-year renewal

Under the proposed changes, these would become:

- £135 for a one-year renewal
- £300 for a three-year renewal

While the one-year renewal shows a small reduction, the three-year renewal represents an increase of £15, adding to the overall cost pressures faced by drivers.

Vehicle and administrative fees (North Yorkshire)

The proposed changes also increase vehicle and administrative costs:

- Hackney Carriage vehicles
 - New application: £365 → £370
 - Renewal: £295 → £310
- Private Hire vehicles
 - New application: £350 → £360
 - Renewal: £290 → £305
- Administrative charges
 - Transfer of vehicle ownership: £55 → £60
 - Change of registration: £55 → £60

Operator licences (North Yorkshire)

- One-year operator licence: £240 → £250
- Five-year operator licence: £650 → £655

Comparison with neighbouring authorities

When compared with neighbouring councils, North Yorkshire's proposed fees remain higher across several key areas.

- Leeds City Council operates a modular system, with a typical new Hackney Carriage driver application costing around £325, Hackney vehicle applications around £240, and vehicle renewals from £135.
- Bradford Metropolitan District Council charges approximately £81 for a one-year driver licence or £199 for three years, with vehicle licence fees typically ranging between £165 and £240 per year.
- Wakefield Council charges £186 for new Hackney Carriage vehicle licences and £171 for renewals, with private hire vehicle renewals at £245, and no charge for vehicle transfers.
- Durham County Council charges £84 for a one-year taxi or private hire driver licence and £206 for three years, with joint licences at £288 for three years.
- City of York Council charges £273 for a three-year private hire driver renewal, with private hire vehicle renewals at £207.

These comparisons demonstrate that drivers and vehicle proprietors in North Yorkshire face higher ongoing costs than those licensed by neighbouring authorities, despite North Yorkshire often requiring higher local standards.

Wider impact

When viewed collectively, the proposed changes increase the overall cost of operating within North Yorkshire. This comes at a time when the growth of ride-sharing and app-based platforms has intensified competition within the sector, placing additional pressure on locally licensed drivers operating under higher cost structures.

The practical consequence is that recruitment and retention of drivers becomes increasingly difficult, risking reduced service availability for residents and visitors alike.

I respectfully urge the council to reconsider the scale and structure of these proposed fee changes, and to engage meaningfully with the trade to explore alternative approaches that support recruitment and retention while ensuring the licensing service remains properly resourced.

Thank you for taking the time to consider these concerns. I look forward to your response.

I'm writing to share my concerns about the proposed increases to hackney carriage and private hire licence fees.

Like many drivers, I'm already dealing with higher fuel prices, rising insurance costs, and increased vehicle maintenance expenses, all while trying to get by during a cost of living crisis. What's hard to understand is how licence fees can be increased when fares are not being increased at the same time.

This means drivers are being asked to pay more, but earn the same. From a driver's point of view, that simply doesn't feel fair. We have no way of covering these extra costs other than taking the hit ourselves.

I appreciate that the Council has costs to manage too, but it feels very one-sided when drivers are expected to absorb higher fees without any consideration of fare reviews alongside them. For many of us, this job is already becoming harder to sustain.

I hope the Council will reconsider this proposal, or at least take into account the real impact this will have on drivers who are already under pressure.

Thank you for taking the time to read my comments.

I understand price increase but just a thought if we don't put expiry dates on plates we would not have to replace them every year and would save the environment on plastic waste and cost!

I am objecting to these increases , I am a one man band doing school contract only work, we were forced to become private hire vehicles a few years ago now and pay the same rate as operators doing private hire/taxi work. In these crippling times how are we expected to maintain a reasonable living?

Its disgusting and daylight robbery, it needs looking into and a better system in place for school contact only work.

Dear Sir/Madam

It is absolutely disgraceful and unacceptable, the amount of increase that is being proposed, which equates to nearly 4%.

The trade has been refused a tariff increase for two years now, and what with trade being significantly cut due to the cost of living crisis and the influx of Uber decimating our trade, income has been significantly reduced, so how can you expect drivers to be able to afford this increase?

There has already been a significant reduction in vehicle numbers over the last year, and that trend is set to continue going forward. You are pricing drivers out of the market.

A part of our licence fee is to cover enforcement, and yet we do not get this service from you. We are told, "we are short staffed" "not got the time" this is a service we pay for. I have had to work with Bradford council to supply this service, as you do not.

This proposed licence fee increase is unacceptable when you are not allowing drivers to earn the money needed to pay for it, by continuously refusing requests for a tariff increase. This cannot go in, you are destroying local taxi driver's businesses and they are being forced to seek alternative employment.

I think more should be done about uber operating in the area breaking all the rules in the book we have lost at least 50%of our work to them so putting the fee's up is going to finish off a lot more taxi driver's you need to think more about the local businesses and stop pushing us out

I believe myself that if the license fee fees and tariff go up, we will struggle even more as Uber have taken a big hit on the Selby area. I believe there is three Hackney carriage vehicles that has already finished altogether. I really do not want to be another one? I do believe you really got to be careful on this decision.

Good morning.

Definitely no to the increase fees.

To who it may concern,

I find it absolutely staggering that the council is even considering putting charges up whoever is in charge must have little or no idea of the current challenges facing the industry. The council increased charges substantially when taking over from the district council and we get less than we ever have done. I have had to chase even basic things up when submitting documents eg not checking emails properly when applying for licences. We have gained absolutely nothing by moving to NYCC except a poorer service than we had before and that takes some beating.

We face daily Uber drivers plated cheaply elsewhere constantly ranking up in areas even on the rank at times and yet we get no support whatsoever from NYCC. We have the James Street rank that is not fit for purpose, the rank gets constantly blocked with people breaking the law and also is not wide enough for the HGVs etc that use it, the council have been

warned repeatedly this is a safety issue and when a serious accident does happen the blame will be laid squarely at NYCC door.

I do not believe Hackney Carriage Vehicles will exist in Selby in the next 5 years unless the council helps the industry instead of hammering in to the ground. A number of drivers have already gone and myself and others are reviewing are options. The council will only have themselves to blame when no wheelchair vehicles are available to the public because councils like NYCC have let Uber go unchallenged, they break every rule in the book eg returning to their licensed areas after dropping etc.

I have absolutely no confidence in NYCC licensing you go ahead with the increase and hammer another nail in the coffin. I hope the council listens but having seen what's gone on since NYCC took over the district council I doubt it.

The pictures attached are a daily occurrence.



Richard Atkinson

Good afternoon,

I'm writing to share my concerns about the proposed increases to hackney carriage and private hire licence fees.

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This means drivers are being asked to pay more, but earn the same. From a driver's point of view, that simply doesn't feel fair. We have no way of covering these extra costs other than taking the hit ourselves.

I appreciate that the Council has costs to manage too, but it feels very one-sided when drivers are expected to absorb higher fees without any consideration of fare reviews alongside them. For many of us, this job is already becoming harder to sustain.

I hope the Council will reconsider this proposal, or at least take into account the real impact this will have on drivers who are already under pressure.

Thank you for taking the time to read my comments.

I am opposed to any raise in fees regarding the taxi business - do you realise how difficult it is for us drivers at the moment !

Fuel prices , cost of living crisis and uber to mention just a few of the obstacles we have to deal with on a daily basis.

My takings have halved compared to this time last year for putting the same hours in ! I really do think the timing is very wrong of you .

Please reconsider raising fees linked to our industry

Good afternoon

Due to the current ongoing taxi business I object not to increase the proposed fees for Hackney carriages and private hire licenses.

you can not put our fees up ..

since you let uber into our town with cars registered in different areas of the country and drivers that flout all the rules our takings have reduced dramatically

we pay fees to work in Harrogate , we run nice cars and drivers that are well presented and customer attentive ,

some of the uber drivers are in Harrogate with some cars that are nearly 20 years old , and look in poor condition registered outside of north yorkshire,

I am one of many that seriously thinking about not renewing my licence . as it has become unaffordable to be a taxi driver or private hire driver in Harrogate with the fees and regulations .

I have been a registered driver in Harrogate for over 40 years and am appalled by what i have seen in the last year or so

How can you justify increases in licence fees after letting uber operate in north yorks .Selby is now flooded with them under cutting us in price sometimes by half. My takings are down 50% since the arrival of uber. My overheads are forever increasing and my takings forever decreasing. With town centres in decline pubs closing and footfall down my taxi business is soon becoming non-viable.

I find these prices absolutely ridiculous and have no idea how you can justify them. There's no wonder there is a shortage of drivers when you con them out of their hard earned wages.

This council needs a good shake down and reform.

Dear Licensing Team,

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Many drivers have seen a significant reduction in work, and for some, these additional costs could make it difficult to continue operating. I believe now is not the right time to increase fees, and I would ask the Council to reconsider or delay any proposed rises until the trade has recovered.

Thank you for taking the time to consider my comments.

Hi,

In my opinion drivers are not making minimum wages due to many taxis from other councils working in Harrogate and also Uber. Therefore please consider reducing the fees for Hackney carriage and private hire licenses.

The way its going there won't be any taxis working fees going up and more ubers operating. Ive been a cabby for over 20 years and in my opinion your killing the job.

Good evening

I'm writing to share my concerns about the proposed increases to hackney carriage and private hire licence fees.

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This means drivers are being asked to pay more, but earn the same. From a driver's point of view, that simply doesn't feel fair. We have no way of covering these extra costs other than taking the hit ourselves.

I appreciate that the Council has costs to manage too, but it feels very one-sided when drivers are expected to absorb higher fees without any consideration of fare reviews alongside them. For many of us, this job is already becoming harder to sustain.

I hope the Council will reconsider this proposal, or at least take into account the real impact this will have on drivers who are already under pressure.

Thank you for taking the time to read my comments.

Good afternoon,

Thank you for the opportunity to comment on the proposed increase in hackney carriage and private hire licensing fees.

As a Hackney Carriage Driver, I feel it is unfair to raise licence fees at this time. Trade has been very slow for us drivers, and we are already struggling to cover rising costs such as fuel, vehicle maintenance, insurance, and general living expenses. Any further increase in fees will only add more financial pressure to drivers who are trying to remain viable and continue providing a reliable service to the public.

Many drivers have seen a significant reduction in work, and for some, these additional costs could make it difficult to continue operating. I believe now is not the right time to increase fees, and I would ask the Council to reconsider or delay any proposed rises until the trade has recovered.

Thank you for taking the time to consider my comments.

You cited the reason for not tariff increase based on other areas been of similar prices, so having looked at a few different councils around Yorkshire they seem to be similar or slightly less. So why would you increase your fees and not give drivers similar increases we are all business and have increased cost too so why do think this is acceptable for you to get and increase and not us. I thought combining councils was going to reduce costs but all it seems to have done is decrease the service you provide to us, for example taking longer to do things like vehicle changes, with then costs us as we cant work while we wait weeks for new licences.

I'm sure my concerns won't matter and you will still increase them but I just want to air my views

I'm writing to share my concerns about the proposed increases to hackney carriage and private hire licence fees.

Like many drivers, I'm already dealing with higher fuel prices, rising insurance costs, and increased vehicle maintenance expenses, all while trying to get by during a cost of living crisis. What's hard to understand is how licence fees can be increased when fares are not being increased at the same time.

This means drivers are being asked to pay more, but earn the same. From a driver's point of view, that simply doesn't feel fair. We have no way of covering these extra costs other than taking the hit ourselves.

I appreciate that the Council has costs to manage too, but it feels very one-sided when drivers are expected to absorb higher fees without any consideration of fare reviews alongside them. For many of us, this job is already becoming harder to sustain.

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I hope the Council will reconsider this proposal, or at least take into account the real impact this will have on drivers who are already under pressure.

Thank you for taking the time to read my comments.

Good afternoon,

I'm writing to share my concerns about the proposed increases to hackney carriage and private hire licence fees it's absolutely outrageous in this current climate we are in

Like so many drivers, I'm already dealing with higher fuel prices, rising insurance costs, and increased vehicle maintenance expenses, all while trying to get by during a cost of living crisis. What's hard to understand is how licence fees can be increased when fares are not being increased at the same time our measured mile went down when we merged to one from seven councils Also no increase in fares in two years this seems very one sided

This means drivers are being asked to pay more, but earn the same. From a driver's point of view, it's not feel fair. We have no way of covering these extra costs

I appreciate that the Council has costs to manage too, but it feels very one-sided when drivers are expected to absorb higher fees without any consideration of fare reviews alongside them. For many of us, this job is already becoming harder to sustain.

I hope the Council will reconsider this proposal, or at least take into account the real impact this will have on drivers who are already under pressure.

Thank you for taking the time to read my comments.

I would like to express my disagreement with the proposed increase in fees for hackney carriage and private hire licences. Many drivers are already facing significant financial challenges, and an increase in fees would add further strain on our livelihoods. I urge the council to reconsider this proposal in light of the current economic climate. I do many shifts and struggle to earn minimum wage as a self-employed driver. Have you considered increasing fares, too?

Thank you for considering my comments.

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Thank you for taking the time to read my comments.

good evening
with uber flooding the area does the council charge these companies for trading in the area
i've seen many uber vehicles parked up in various locations around the town waiting for trade

is this permitted

Dear Sir or Madam,

I am writing to object to the proposed increase in hackney carriage and private hire licensing fees currently under consultation.

The proposed increase is particularly concerning given that fare increase applications from the trade have been refused on two occasions. Those refusals have limited drivers' ability to absorb rising operating costs, while the proposed fee increase would impose a further fixed financial obligation.

Licensing authorities are expected to act consistently, reasonably, and in a balanced manner. Refusing fare increases while increasing licensing fees creates a clear imbalance and places disproportionate pressure on licence holders. Without a detailed and transparent explanation demonstrating that the increase is strictly necessary to recover licensing costs, the proposal appears difficult to justify.

There is also a wider public interest consideration. Increasing regulatory costs while restricting income risks reducing licence retention and service availability, particularly in rural areas, which would ultimately disadvantage passengers.

For these reasons, I urge the Council to reconsider the proposed increase and to provide a full and transparent justification.

I object to the proposed increase in hackney carriage and private hire licensing fees. Drivers have faced substantial cost increases in recent years and have twice sought fare increases to address this, both of which were refused. Increasing compulsory licensing fees in these circumstances is inconsistent and places further unavoidable pressure on licence holders.

Licensing fees should be cost-neutral and supported by clear evidence of need. The consultation materials do not appear to provide sufficient detail to justify the proposed increase.

I ask that the Council reconsiders this proposal and fully accounts for the cumulative impact of previous decisions on the trade.

Dear Sir or Madam,

I am writing to formally object to the proposed increase in hackney carriage and private hire licensing fees currently under consultation.

This objection is made on grounds of fairness, proportionality, transparency, and consistency of decision-making.

The Council is proposing an increase of approximately 5.1% to licensing fees at a time when licence holders have already absorbed substantial increases in operating costs, including fuel, insurance, vehicle acquisition and maintenance, and regulatory compliance. Despite these pressures, applications by the trade for fare increases have been submitted on two occasions and refused on both occasions.

As a result, drivers have been left with no viable mechanism to offset rising costs through income, while remaining subject to mandatory licensing fees set by the authority. In this context, the proposed increase represents a further unavoidable financial burden and is, in my view, unreasonable and disproportionate.

Licensing fees must be set in accordance with the principle that they are cost-neutral and limited to recovering the reasonable costs incurred by the Council in administering and enforcing the licensing regime. Any increase must therefore be supported by clear, detailed, and transparent evidence demonstrating that existing fees are insufficient for this purpose. At present, the consultation materials do not appear to provide a sufficiently detailed cost breakdown to justify a 5.1% increase, nor do they explain why such an increase is necessary at this time.

Furthermore, there is a clear inconsistency in approach. If fare increases are refused on the basis of affordability or public impact, it is logically inconsistent to impose a fee increase of this magnitude on licence holders without fully accounting for the cumulative financial effect of previous decisions. Such inconsistency risks breaching principles of reasonable and balanced decision-making expected of a licensing authority.

The proposed increase also raises concerns regarding the wider public interest. Increasing fixed regulatory costs while constraining earning potential risks undermining the financial viability of licensed drivers, potentially leading to reduced licence retention, lower service availability, and long-term detriment to both passengers and the local transport network. For these reasons, I respectfully request that the Council reconsiders the proposed fee increases, provides a full and transparent justification supported by detailed cost evidence, and properly accounts for the cumulative impact on licence holders arising from the refusal of fare increases.

I ask that this objection be formally recorded and given full consideration as part of the consultation process.

For those of you that know me personally, you will know that I don't beat around the bush when it comes to service and money. When I go into a shop with my hard earned cash, I expect the following:

- Great service
- Good customer support
- A nice, clean environment to browse upon
- Choice
- Value
- AND, Peace of mind that I have the right product.

I also expect this from NYC when it comes to:

- Green bins
- Waste
- Council tax
- Town and district services
- CCTV
- Traffic wardens
- Policing
- Social services
- Safeguarding
- Disability services
- Health and safety
- AND DARE I SAY IT, ANYTHING that involves local councils.

But what, actually, do I get as a taxi driver from NYC license fees.

This is where I would love to meet you guys face to face, as requested, on numerous occasions, to show you the issues we have, but funnily enough there's never an enforcement officer or licensing officer around to actually spend some time with. So if this email actually gets to anyone of worth then I will be surprised. Gareth Bentley has already told me that Selby James St taxi rank is FIT FOR PURPOSE. Well, I have a reply to that comment, "it's only a matter of time before someone is injured or worse, it's only a matter of time before a HGV demolishes something or gets stuck, It's only a matter of time before a coach or double decker bus has to get the police out for banksmans purposes and it's only a matter of time before a taxi gets written off or damaged due to the 100% unsafe nature of James St.

Remove the risk, remove the incidents. It's very simple.

I have been asking for over 3 years to make James St in Selby safe, I have written to the executive committee, I have spoken to the executive committee in Northallerton, I have asked them and Mr Bentley plus others to meet me at James St to actually show them 1st hand what WE as taxi drivers have to put up with.

We have absolutely NO policing, traffic wardens are just useless, not bothered, we ring them and it's an answerphone in Harrogate, every single day we witness unsafe practices, driving, illegal parking, illegal use of the taxi ranks by Uber (and yes we already report them to the relevant licencing areas) we get abuse from blue badge holders when we ask them to move, we can rarely get in the Rail station taxi rank (for 3 taxis) we can't get one of my size taxi in that space, that's if we can get in it.

We are surrounded by Uber, thanks NYC for giving them operators licences - check out what Southend on Sea city council have just done less than 60 days into Ubers Ops Licence - yeah check it out.

As far as I can see, you are wanting to put up licence fees, which of course, is a not for profit department, yet you do not spend that income on supporting the trade. In fact, I cannot remember the last time I saw a NYC enforcement officer in Selby or Tadcaster during the day, let alone at night.

They would have a field day, just with some taxi drivers dress codes, or not moving up on rank, leaving their vehicles ALL the time, far from it, I'M not a snitch, but then when something is said NO ACTION IS TAKEN, but yet NYC expect me and my other HCV and PH drivers to PAY for such awful support, no customer service, no apologies when so many times you guys get it wrong (especially plate production with Mobo).

And if you are actually still reading this, why do I see Bradford and Leeds enforcement in Selby more than I see my own paid officers. They come and do random spot checks on cross border cars, I was told recently that 4 Ubers from Bradford were apprehended last year, 2 drivers had out of date plates, 1 driver was banned and the other was 100% compliant, thats 75% illegal trading in OUR area, that WE pay for.

And if I am getting through to you at all, please note that after a 4.99% increase in council tax and a £52 charge for garden waste, people of Selby WILL not be able to afford a taxi before long. We are constantly fighting Wolverhampton drivers (Yes I know they aren't breaking the law - and YES! I have been talking to various MPs over this - because believe it or not, they have listened and have taken my concerns back to Westminster) but our locals, already getting screwed by the Labour government, will not be able to afford to go out. It really is that simple - or I'll make it easier to understand.

2 people

2 Gins

2 Beers

Meal at La Palma

= £130 and that's Selby

That was me last Friday night, I then had to work 19 hours on Saturday to be able to say, I enjoyed last night, wish I could do it more often. I cancelled my New Years holiday to Madeira as I didn't think January would be busy enough for me to sustain an earnings hit when I got back, so I cancelled. Insurance on my WAV went up in December from £1800 to £3100 with no claims. Tyres used to cost £150 a corner, in November I had to pay £184 a corner, and before anyone says, let's put tariffs up, that will just drive the few customers we have got left, away to Uber - and lets not forget that Uber drivers from Bradford, Wolverhmppton, Leeds etc don't spend their money in Selby or North Yorkshire, unlike us as NYC licenced drivers.

In my opinion, and you can tell, i'm pretty narked with the suggestion that you want to implement an increase, by alienating the drivers that are still standing, all you will do is open up the doors to more cross border drivers, in old clapped out shitty toyotas, NO WAV's non English speaking, not compliant, not familiar with the local area and at that point THERE IS ABSOLUTELY NOTHING NYC CAN DO ABOUT IT.

At the end of the day, the ball will always be in your court, but I please with you, this year at least - please tread carefully.

The fees should be going down not up ,, all you are doing is take take take,, even with charging us extra for safeguarding courses ,, its a total disgrace ,, while you do absolutely nothing at to safeguard your taxi drivers at all,, no faith in licensing at all , a massive vote of no confidence from me ,, all your interested in is pound signs ££££,

Date: February 2, 2026

Subject: Formal Objection to Proposed Fee Increases for Taxi and Private Hire Licensing

Dear Licensing Committee,

I am writing to formally lodge my objection to the proposed increases in licensing fees for Hackney Carriage and Private Hire vehicles/drivers. My objection is based on the current unsustainable economic climate within the local trade, specifically regarding market saturation and diminishing driver earnings.

1. Market Over-Saturation

The number of licensed vehicles currently operating within the district has reached a point of total saturation. There are far too many taxis and private hire cars competing for a finite number of passengers. This "oversupply" means that drivers are spending significant portions of their shifts idle, waiting for bookings that are increasingly spread thin across an inflated fleet.

2. Financial Non-Viability

Due to the sheer volume of vehicles, individual driver income has plummeted. When the cost of living, rising insurance premiums, and vehicle maintenance are factored in, many drivers are struggling to earn even a minimum wage after expenses. Increasing licensing fees at this time is a "double hit" that threatens the livelihoods of long-standing, professional drivers.

3. Lack of Justification for "Full Cost Recovery"

While I understand the council operates on a cost-recovery basis, I urge the committee to provide a transparent breakdown of why these increases are necessary. If the trade is already saturated, the council is receiving a record volume of application fees. It is difficult to justify why individual fees must rise when the total revenue from the sheer number of licenses should already be covering administrative costs.

4. Impact on Service and Safety

By making it financially unviable to remain in the trade, the council risks driving out experienced, local drivers. This leaves the market to be filled by "out-of-town" drivers or those who must work dangerously long hours just to cover these new, higher overheads, which ultimately impacts public safety.

Conclusion

I request that the Council freezes the current fee structure and instead conducts a Cumulative Impact Assessment to address the over-provision of licenses in the area. Increasing fees while the trade is "on its knees" is both unfair and economically short-sighted.

I look forward to your response and hope these points are seriously considered by the Licensing Committee.

The immediate thought that came to mind is that NYCC refused to increase taxi fares only recently but are now considering increasing their own fees. With profit levels at their lowest for many years it does not make any sense at all. To maintain a healthy taxi industry you need to work with us, not against.

I dont think the fairs should be increased unless something is done about illegal parking on the rank ie James st when we as drivers tell them all we get is abuse which in turn as much as I love doing the job I may reconsider in the future no enforcement officers present during the day or evening clear signs should be put up or even a apr camara were the council would profit easily during the evening

Dear Licensing Team,

Good afternoon,

Thank you for the opportunity to comment on the proposed increase in hackney carriage and private hire licensing fees.

As a Hackney Carriage Driver, I feel it is unfair to raise licence fees at this time. Trade has been very slow for many drivers, and we are already struggling to cover rising costs such as fuel, vehicle maintenance, insurance, and general living expenses. Any further increase in fees will only add more financial pressure to drivers who are trying to remain viable and continue providing a reliable service to the public.

Many drivers have seen a significant reduction in work, and for some, these additional costs could make it difficult to continue operating. I believe now is not the right time to increase fees, and I would ask the Council to reconsider or delay any proposed rises until the trade has recovered.

Thank you for taking the time to consider my comments.

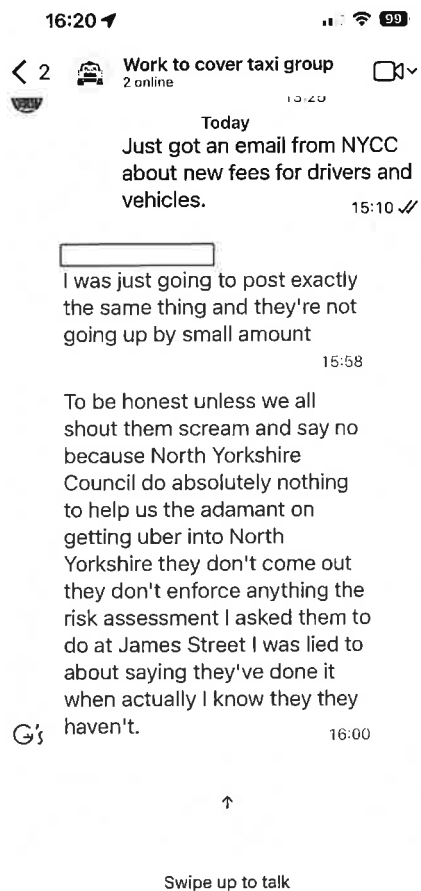
Hi dear sirs

Please take into account that we are already facing challenges with uber arriving and struggling to make a decent living. Our costs to maintain vehicles and the damage that is caused to tyres and suspension due to road conditions has a big impact on what is left for us at the end of every week

A further increase to our liscensing fees will but additional strain on our expenses and make it very difficult

Please re consider increasing our costs for licensing

Hi, you want feed back well here you have what one driver thinks and in all honesty he speaks for us all:



I personally think they are far too high presently and would like them reduced please.

Good afternoon

I believe the change in cost are very reasonable as long as this gives enough funds to enforce the cost of prosecuting licenced and unlicenced individuals who don't believe they have to follow policy.

I am writing to formally object to the proposed changes to North Yorkshire Council taxi driver licence fees.

I am deeply concerned that the new proposal will significantly increase the financial burden on new drivers entering the trade. Under the current structure, a new three-year licence costs £430, with renewals at £285 every three years thereafter. These fees were only increased in April 2024, which is very recent in licensing terms.

Under the new proposal, the first year would cost £445, followed by £300 for every three-year renewal. This means that the total minimum cost to obtain and hold a licence from start to finish would be approximately £747 before a driver has even earned a single penny. This is an extraordinary and unrealistic level of upfront cost for individuals seeking to work, particularly in an industry where earnings are not guaranteed.

In practice, this financial pressure does not just fall on applicants, it is pushed onto operators. Many operators already have to front these licensing costs for new drivers in the hope that they will work for them and repay the fees over time. There is no protection, support, or backing from the Council if a driver leaves, refuses to repay, or simply stops working. This forces operators into a financial gamble with no safeguards whatsoever. While I acknowledge that some one-year licence options appear to have decreased, I believe this is counterproductive. North Yorkshire is already understaffed in terms of licensed drivers, and encouraging shorter licence durations will only worsen recruitment and retention problems in the long term. A stable, three-year licence structure should be promoted, not discouraged.

I must also highlight that the quality of service from Licensing has deteriorated significantly. In my experience, it is currently around a 50/50 chance that the correct details are printed on a vehicle or driver licence when it is issued, leading to further delays, frustrations, and unnecessary administrative work.

Additionally, there is an ongoing issue regarding DBS checks which is causing drivers and operators further expense and delay. North Yorkshire Schools will not accept the DBS obtained through Licensing, and Licensing will not accept the DBS obtained through North Yorkshire Schools despite both being within the same authority. This results in drivers having to apply and pay for multiple DBS checks unnecessarily, adding more cost and lost working time.

Given all of the above, I strongly urge the Council to reconsider this proposal.

Dear Licensing Team,

Good afternoon,

Thank you for the opportunity to comment on the proposed increase in hackney carriage and private hire licensing fees.

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Thank you for taking the time to consider my comments.

Maybe licensing sorting all the wrongdoings in the trade would be more appropriate than rising fees. In a time where the trade is broken thanks to licensing and there ignorance, fees should be lowered if anything. The drivers I represent have zero confidence in licensing , and it's only getting worse.
