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Meeting: Licensing and Appeals Committee
Date: Thursday 21st March, 2024
Time: 7.00 pm
Venue: Council Chamber, Corby Cube, George Street, Corby Northants, NN17 1QG


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To members of the Licensing and Appeals Committee

Councillor Jonathan Ekins (Chair), Councillor Jennie Bone (Vice-Chair), Councillor Ross Armour, Councillor Lyn Buckingham, Councillor Clive Hallam, Councillor Dorothy Maxwell, Councillor Dr Anup Pandey, Councillor Geoff Shacklock, Councillor Chris Smith-Haynes, Councillor Malcolm Waters, Councillor Keli Watts and Councillor Lee Wilkes (1 Vacancy)

(Substitutes: Cllrs C Brown, S Brown, Carr, K Harrison, Jelley, L Lawman, McEwan, J McGhee, Prentice, Smyth, Sims, Tye and Ward)

Agenda			
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02	Members Declarations of Interest (if any)		
Item for discussion			
03	Report - Hackney Carriage De-Zoning	Amanda Wilcox	5 - 132
<p>Sanjit Sull, Monitoring Officer North Northamptonshire Council</p>  <p>Proper Officer Wednesday 13 March 2024</p>			

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Licensing and Appeals Committee 21st March 2024

Report Title	Hackney Carriage De-zoning
Report Author	Iain Smith Assistant Director of Regulatory Services iain.smith@northnorthants.gov.uk

List of Appendices

Appendix A – Consultation Responses (Website)

Appendix B – Consultation Responses (Email)

1. Purpose of Report

1.1 To seek a recommendation to the Executive in respect of potentially removing the hackney carriage zones in North Northamptonshire following a consultation process.

2. Executive Summary

2.1 Following vesting day on 1st April 2021, while private hire vehicle licensing reflected the new unitary arrangements, historical legislation meant that hackney carriage licensing continued to operate in line with the pre-unitary authority areas.

2.2 A report was put before the Executive on 14th September 2023 recommending that a consultation be carried out on removing the hackney carriage zones in North Northamptonshire.

2.3 A consultation process was undertaken between 30th October 2023 and 21st January 2024.

2.4 The purpose of this report is to present the consultation findings and seek recommendations to the Executive as to the next course of action.

3. Recommendations

3.1 The committee is recommended:

- a. to consider the report and consultation responses;
- b. to make a proposal to the Executive on whether the current four hackney carriage zones should be replaced with one North Northamptonshire Council (NNC) zone;

- c. to make a proposal to the Executive on whether the current Hackney Carriage Byelaws should be reviewed
- 3.2 Reason for Recommendations in relation to the zones - following the alignment of the hackney carriage tariff of fares and implementation of one Hackney Carriage and Private Hire Policy covering the whole of NNC's area, the retention of four separate zones for hackney carriage licencing needs further consideration. The report sets out the responses received to the recent consultation and requests a decision on whether the Executive should be recommended to review the zones.
- 3.3 Reason for Recommendations in relation to the byelaws - the review of the zones necessitates a review of the byelaws which govern hackney carriage licencing.
- 3.4 Alternative Options Considered in relation to the zones - the committee could recommend that the Executive;
 - i) Takes no action and retains the current four hackney carriage zones.
 - ii) Determines that the zones should be removed and the process required to implement this decision immediately begins
 - iii) Determines that the zones should be removed, but that there should be a delayed implementation date.
- 3.5 Alternative Option Considered in relation to the byelaws - the committee could recommend that the Executive;
 - i) Takes no action and retains the current Hackney Carriage Byelaws.

4. Report Background

- 4.1 Following vesting day on 1st April 2021, while private hire vehicle licensing reflected the new unitary arrangements, historical legislation meant that hackney carriage licensing continued to operate in line with the pre-unitary authority areas.
- 4.2 On 3rd July 2023 a report was put before the Licensing and Appeals Committee to consider whether there was a desire to review the existing zone arrangements, alongside a proposal to review the hackney carriage byelaws.
- 4.3 The committee resolved to recommend to the Executive:
 - (i) that a consultation process be undertaken on the potential removal of the current four hackney carriage zones and replacement with one North Northamptonshire Council (NNC) zone;
 - (ii) that the current Hackney Carriage Byelaws be reviewed.
- 4.4 The matter was considered by the Sustainable and Prosperous Executive Advisory Panels jointly on 9th August 2023 prior to the Executive meeting. It was resolved that the proposal to undertake a consultation process on the potential

removal of the Hackney Carriage Zones and Hackney Carriage Byelaws, be recommended to the Executive for a decision.

4.5 At its meeting on 14th September 2023 the Executive :

- i) Approved commencement of a consultation process on the potential removal of the current four hackney carriage zones and replacement with one NNC zone;
- ii) Approved that the current Hackney Carriage Byelaws are reviewed.

4.6 Between 30th October 2023 and 21st January 2024 a consultation on the proposal to remove the hackney carriage zones in North Northamptonshire was carried out. The consultation was on the North Northamptonshire Council Website during this period and media releases were sent out. All hackney carriage proprietors and driver licence holders were directly emailed at the commencement of the consultation and prior to the closure of the consultation.

5. Issues and Choices

5.1 Senior officers from Regulatory Services met with trade representatives at meetings in Corby and Wellingborough. During the meeting with representatives from the Corby trade on 2nd January 2024, the following key points were raised by the trade;

- It was stated that the current policy requirement that vehicles must be no older than four years from the first day of registration on initial application to the council, is resulting in significant financial challenges which are making the trade un-viable. Although this comment relates to the policy, rather than the decision over whether zones should be removed, it was considered that the two issues are related.
- The removal of zones would mean that saloon hackney carriage vehicles licensed by the council (due to them holding grandfather rights under the policy) would be permitted to use the ranks in Corby. Since there are no licensed saloon hackney carriage vehicles within the Corby zone, it was considered that this would reduce the standard of service within the Corby zone and increase the number of non-accessible vehicles plying for hire within Corby.
- Increasing the geographical size of the zone by forming one new North Northamptonshire zone, would result in licensed drivers using the ranks who lack geographical knowledge of the area. This would reduce service provision for customers who may not be transported via the shortest route available. It was claimed that this also creates a safety issue, since vulnerable passengers are reliant upon the driver knowing the area. It was claimed that this could result in chaos and confusion.
- It is believed that removing the zones would increase the number of licensed hackney carriage vehicles in Corby town centre, resulting in congestion on George Street.
- It was stated that Corby has more cabs per capita than any other town within North Northants and there is no significant unmet demand. It was stated that other areas do not have the same number of taxi's available and they have an unmet demand. It was acknowledged that there has been no unmet demand survey in the other towns.

5.2 During the meeting with representatives from the East and Wellingborough trade on 3rd January 2024, the following key points were raised by the trade;

- Concerns were raised in relation to policy requirements for hackney carriage vehicles to be wheelchair accessible and for vehicles to be no older than four years from the first day of registration on initial application. It was claimed that this is adversely impacting the trade. This comment relates to policy requirement concerns rather than the decision over whether zones should be removed, however given the impact upon the trade it was considered that the issue was still relevant.
- It was stated that by de-zoning the council would be 'moving the goalposts', since the policy provided 5year grandfather rights for existing licensed vehicles to continue to be used. It was therefore felt that no further significant change should be made which may further impact the trade within this time period.
- Representatives felt that drivers would move to where the work is, so there will be a shortage of vehicles available for hire in certain areas, impacting customers within those towns.
- It was stated that drivers are using different fares across the four zones and allowing drivers to ply for hire across the whole North Northamptonshire area would create variations in the fare charged, resulting in conflict for drivers.
- There was a concern that the knowledge test may be too difficult, due to the need for it to cover the whole of the North Northamptonshire area. This may result in a number of drivers being unable to pass the test, which would reduce the number of hackney carriage vehicles available for hire, which would be detrimental to the public.
- There was a feeling that the trade wanted to continue to serve the same community they have always served and de-zoning would reduce the number of vehicles available for them to service their existing customer base, meaning a reduced service.
- Creating one new North Northamptonshire zone would result in drivers not having a good knowledge of the area, which would mean that they could inadvertently fall foul of legislation by not using the quickest route, which could result in enforcement action being taken against them.

5.3 There was no request for a meeting from hackney carriage proprietors or drivers currently working in the Kettering zone.

5.4 The responses received during the consultation period are included at Appendix A and B. In total there were 256 responses received, of which 221 were received through the councils website and 35 were received via email.

5.5 Appendix A lists the consultation responses received through the councils website during the consultation period. There were 221 responses, of which 153 have completed the consultation questionnaire in full and 68 have partially completed the questionnaire. The responses can be summarised as:

- 34 strongly agree
- 18 agree
- 8 disagree
- 102 strongly disagree
- 6 neither agree nor disagree

- 53 didn't answer.

- 5.6 Appendix B contains 35 responses, all received directly to the Licensing team from the trade and the inclusions are direct copies of the email representations received. 33 of the responses were against the potential removal of the zones and 2 were in favour.
- 5.7 If the decision is taken to introduce one hackney carriage zone for North Northamptonshire, then the Authority has already identified that a new set of byelaws will be required for the area and it will be necessary to complete both central and local government processes to achieve this. This will need to be aligned with the introduction of the new zone.
- 5.8 If the decision is taken to continue with the existing zones then it will still be necessary to introduce new byelaws for the 4 zones as the current sets are old and outdated. The department for Transport issued a new set of model byelaws for local authorities to adopt in November 2023. The model byelaws could be introduced separately in each of the four zones to ensure commonality of approach.
- 5.9 Research was undertaken into what decision other unitary authorities have taken on de-zoning. Of the 16 councils identified that gained unitary status or became a single district level council (in the case of West Suffolk), 9 have retained their taxi zones and 7 have de-zoned.
- a. Of the 9 councils that have retained their zones:
 - i. 2 were newly created in 2023 and it's unclear what their plans are in this respect;-
 - ii. 2 will revisit the issue in the next few years;-
 - iii. 1 intends to de-zone but due to resources has not yet done so;- and
 - iv. there is no further information available online regarding the remaining 4.
 - b. Of the 7 councils which have de-zoned (in part at Dorset), the decision to merge has broadly been taken for economic reasons since harmonising arrangements is seen as more cost effective for councils and for accessibility reasons such as to improve the availability of licensed vehicles generally and also specifically to spread the coverage of wheelchair accessible vehicles across the area.

6. Next Steps

- 6.1 Once the committee has considered the matter and made its recommendation, it is planned to take a report to the Place and Economy Environment Scrutiny committee on 30th April 2024.
- 6.2 A report is to be taken to the Executive for approval on 6th June 2024. If the Executive determine that the zones should be removed, officers will formulate an implementation plan to ensure that the required processes are in place before implementation.

- 6.3 The decision will determine if 4 new sets of model byelaws are required or one for the whole of North Northamptonshire. Beyond this point the process will be the same. The proposed byelaws will need to be agreed. A new set of model byelaws were introduced by DfT in November 2023 which may be adopted as the new byelaws.
- 6.4 Once the draft new byelaws are agreed they will need to be approved by the Secretary of State for Transport and a date of introduction agreed. The new model byelaws contain a revocation byelaw to deal with existing bye laws.

7. Implications (including financial implications)

7.1 Resources, Financial and Transformation

- 7.1.1 The removal of the four local zones will remove the requirements for unmet demand surveys for hackney carriages in the Corby area, removing the need to pass the costs onto the trade. This will also remove the number of hackney carriage vehicle licence currently identified as being the number sufficient to meet demand.
- 7.1.2 There is concern that if the zones are removed this will leave some of the smaller towns with a reduced number of Hackney Carriage vehicles available for hire, due to the drivers moving to the towns where there is more work. This would have a negative impact upon service provision in these areas. The extent to which the trade will change the way that they operate and how long it would take for the market to even out is unknown.
- 7.1.3 It is anticipated that over time the existing taxi trade and new businesses entering the market will develop to meet the opportunities that a decision to remove zones might offer. With one licence being required for a driver and for a vehicle to operate across North Northamptonshire rather than the current four, one for each zone the option for area wide operations is available. As a result it will be necessary to review current taxi rank availability both in terms of locations and capacity to ensure that customer service requirements continue to be met.
- 7.1.4 New application processes will need to be developed to meet the requirements of the new area including a new “knowledge test” to reflect the modern demands on taxi drivers in North Northamptonshire.

7.2 Legal and Governance

- 7.2.1 Should the Authority wish to remove hackney carriage zones from its area then there is a legal process to follow. This process is laid out in Schedule 14 to the Local Government Act 1972, Part II, para 25, detailed below.

25 (1) Subject to sub-paragraph (2) below, a local authority may after giving the requisite notice resolve that any of the enactments mentioned in paragraph 24 above shall apply throughout their area or shall cease to apply throughout their area (whether or not, in either case, the enactment applies only to part of their area).

(2) A resolution under this paragraph disapplying—

(a) section 171(4) of the Public Health Act 1875;
 (b)
 (c) section 82, 83 of the Public Health Acts Amendment Act 1907; or
 (d) section 76 of the Public Health Act 1925;
 must be passed before 1st April 1975, but any other resolution under this paragraph may be passed at any time.

(3) A resolution under this paragraph applying either of the following provisions, that is to say, section 21 of the said Act of 1907 or section 18 of the said Act of 1925, throughout an area shall have effect as a resolution disapplying the other provision throughout that area and a resolution under this paragraph applying either of the following provisions, that is to say, the original street-naming enactment or section 19 of the said Act of 1925, throughout an area shall have effect as a resolution disapplying the other provision throughout that area.

(4)

(5) The notice which is requisite for a resolution given under sub-paragraph (1) above is a notice—

(a) given by the local authority in question of their intention to pass the resolution given by advertisement in two consecutive weeks in a local newspaper circulating in their area; and

(b) served, not later than the date on which the advertisement is first published, on the council of every parish or community whose area, or part of whose area, is affected by the resolution or, in the case of a parish so affected but not having a parish council (whether separate or common), on the chairman of the parish meeting.

(6) The date on which a resolution under this paragraph is to take effect shall—

(a) be a date specified therein, being not earlier than one month after the date of the resolution; .

(b)

(7) A copy of a resolution of a local authority under this paragraph, certified in writing to be a true copy by the proper officer of the authority, shall in all legal proceedings be received as evidence of the resolution having been passed by the authority.

7.2.2 Previously approval for a resolution under this Section required the approval of the Secretary of State but this was removed by a Legislative Reform Order and therefore, provided the above process is followed, the Authority can remove its Hackney Carriage zones.

7.2.3 Should the Authority wish to introduce a byelaw or byelaws which deviate from the model ones, the DfT expects the Authority to take a rigorous approach in drafting to ensure that the tests of legal validity are met. These are set out in *Kruse v Johnson* [1898 2 QB 91] as comprising four elements essential to validity:

- byelaws must be within the powers of the local authority which makes them;
- byelaws must not be repugnant to the general law;
- byelaws must be certain and positive in their terms; and
- byelaws must be reasonable.

7.2.4 If a local authority identifies a policy objective which it wishes to reflect in byelaws, the onus will be on the local authority to draft a suitable byelaw to put

to the Department for provisional approval. The onus will also be on the local authority to satisfy itself as to the validity of any proposed byelaw which it submits to the Department for approval. It is expected that the Authority will have sought their own legal advice and to provide an explanation as to why they consider that any proposed byelaw is valid.

7.2.5 Confirmation by the Secretary of State does not endow the byelaws with legal validity - only the courts can determine whether a byelaw is valid. To this extent, it is crucial that any draft byelaws are seen and approved by the Council's legal advisers. Any request for provisional approval of byelaws which deviate from the model should be accompanied by an explanation of the policy objective, a justification of their validity and confirmation that the byelaws have been approved by legal advisers.

7.2.6 Should the Authority decide to implement new byelaws, there is a need to follow the process laid down in Section 236 of the Local Government Act 1972 for the adoption of byelaws:

(1) Subject to subsection (2) below, the following provisions of this section shall apply to byelaws to be made by a local authority in England under this Act and to byelaws made by a local authority in England, the Greater London Authority, Transport for London, an Integrated Transport Authority for an integrated transport area in England or a combined authority under any other enactment and conferring on the authority a power to make byelaws and for which specific provision is not otherwise made.

(2) This section shall not apply to
(a) byelaws of a class prescribed by regulations under section 236A, or
(b) byelaws made by the Civil Aviation Authority under section 29 of the Civil Aviation Act 1982.

(3) Subject to subsection (3A) below, the byelaws shall be made under the common seal of the authority, or, in the case of byelaws made by a parish council not having a seal, under the hands and seals of two members of the council, and shall not have effect until they are confirmed by the confirming authority.

(3A) Byelaws made by the Greater London Authority shall be made under the hand of the Mayor and shall not have effect until they are confirmed by the confirming authority.

(4) At least one month before application for confirmation of the byelaws is made, notice of the intention to apply for confirmation shall be given in one or more local newspapers circulating in the area to which the byelaws are to apply.

(5) For at least one month before application for confirmation is made, a copy of the byelaws shall be deposited at the offices of the authority by whom the byelaws are made, and shall at all reasonable hours be open to public inspection without payment.

(6) The authority by whom the byelaws are made shall, on application, furnish to any person a copy of the byelaws, or of any part thereof, on payment of

such sum, not exceeding 10p for every hundred words contained in the copy, as the authority may determine.

(7) The confirming authority may confirm, or refuse to confirm, any byelaw submitted under this section for confirmation, and may fix the date on which the byelaw is to come into operation and if no date is so fixed the byelaw shall come into operation at the expiration of one month from the date of its confirmation.

(8) A copy of the byelaws, when confirmed, shall be printed and deposited at the offices of the authority by whom the byelaws are made, and shall at all reasonable hours be open to public inspection without payment, and a copy thereof shall, on application, be furnished to any person on payment of such sum, not exceeding 20p for every copy, as the authority may determine.

(9) The proper officer of a district council shall send a copy of every byelaw made by the council, and confirmed, to the proper officer of the council, whether separate or common, of every parish to which they apply or, in the case of a parish not having a council, to the chairman of the parish meeting, and the proper officer of the parish council or chairman of the parish meeting, as the case may be, shall cause a copy to be deposited with the public documents of the parish. A copy so deposited shall at all reasonable hours be open to public inspection without payment.

(10) The proper officer of a county council shall send a copy of every byelaw made by the council, and confirmed, to the council of every district in the county, and the proper officer of the council of a district shall send a copy of every byelaw made by the council, and confirmed, to the council of the county.

In this section the expression “the confirming authority” means the authority or person, if any, specified in the enactment (including any enactment in this Act) under which the byelaws are made, or in any enactment incorporated therein or applied thereby, as the authority or person by whom the byelaws are to be confirmed, or if no authority or person is so specified means the Secretary of State.

7.3 Relevant Policies and Plans

7.3.1 Review of the licensing provisions for the hackney carriage trade and ensuring that they remain relevant, up to date, promote efficiency and environmental sustainability while meeting the needs of the community, will assist the council in meeting stated commitments within the Corporate Plan. Relevant sections of the Corporate Plan include:

- Creating safe and thriving places by ‘enabling people to travel across North Northamptonshire and beyond’
- Maintaining a green, sustainable environment by ‘demonstrating clear leadership on tackling environmental sustainability’
- Providing modern public services by ‘providing good quality and efficient services valued by our customers’

7.4 Risk

7.3.1 There are no significant risks arising from the proposed recommendations in this report.

7.5 Consultation

7.5.1 For a 12 week period between 30th October 2023 and 21st January 2024, a consultation on the proposal to remove the hackney carriage zones in North Northamptonshire was carried out.

7.5.2 The consultation was on the North Northamptonshire Council Website during this period and a news release was sent out.

7.5.3 All hackney carriage proprietors and driver licence holders were directly emailed at the commencement of the consultation and prior to the closure of the consultation.

7.5.4 Licence holders were also offered the opportunity to meet with officers. Senior officers from Regulatory Services met with trade representatives at meetings in Corby and Wellingborough.

7.6 Consideration by Executive Advisory Panel

7.6.1 The matter was considered by the Sustainable and Prosperous Executive Advisory Panels jointly on 9 August 2023.

7.6.2 The panel considered the report before them and made the following points:

- Members considered there would need to be extensive consultation and that there would be some controversy. A request was also made for consultation with formal groups such as the Hackney Carriage Association in each zone if they existed. There was some concern that pressure would be put on drivers to learn 'the knowledge' for the whole area, rather than the current zones, which was onerous, and a suggestion was made that drivers could opt out of wanting to trade throughout the area. Officers clarified that there would be direct engagement with the trade, but it was noted that there weren't associations in each zone.
- Regarding the knowledge test, it would not be possible for a driver to choose not to go to an area. If they were plying for hire on a rank any passenger could request to be taken anywhere and the driver should be able to do so. Whilst there would not be an expectation for a driver to know every area in detail. It was also commented that most would have the ability to use Satnav Route planners to find the quickest and cheapest route.
- It was resolved that the proposal to undertake a consultation process on the potential removal of the Hackney Carriage Zones and Hackney Carriage Byelaws, be recommended to the Executive for a decision.

7.7 Consideration by Scrutiny

7.7.1 This report has not yet been considered by the Scrutiny Committee, but it is planned to take a report to the Place and Economy Environment Scrutiny committee on 30th April 2024.

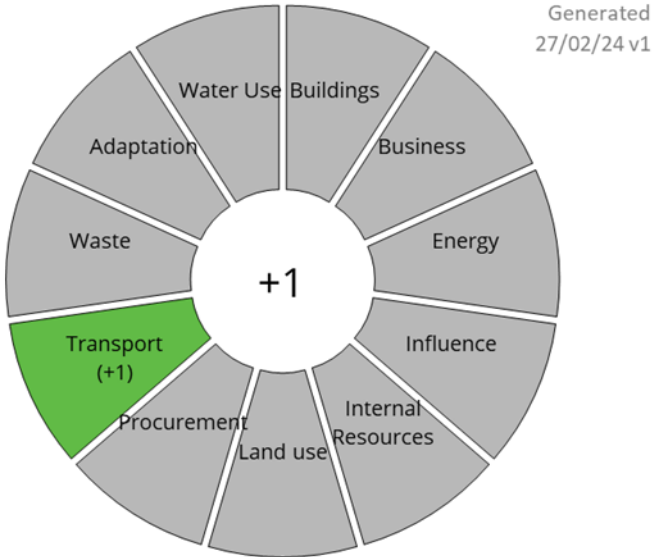
7.8 Equality Implications

7.8.1 An equalities impact assessment has been carried out in relation to this proposal.

7.9 Climate Impact

7.9.1 The North Northamptonshire Council Hackney Carriage and Private Hire Vehicle Policy will continue to drive standards in the licensed vehicle trade to manage climate impact from this sector. Implementation of emission standards on hackney carriages should see diminished impact from this sector even if a decision is taken to remove zones and potentially increase miles travelled.

7.9.2 This proposal removes the restrictions on hackney carriages plying for hire and working on taxi ranks in the 4 old local authority areas . It would allow a North Northamptonshire Council licensed hackney carriage to ply for hire and wait at ranks anywhere within the authorities area. Linked to the Authority's hackney carriage and private hire vehicle policy which requires wheelchair accessible hackney carriages and a move towards low/zero emission vehicles in the coming years, this should offer an improved and greener public transport service. The assumption is that this particular decision will have no impact on climate change.



North Northamptonshire Council has committed to being a carbon neutral organisation by 2030, 5 yrs & 10 mos away.

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Appendix A

Item No.	Respondent status	Agree/Strongly Agree Comments	Disagree/Strongly Disagree Comments	Other Comments		Officer comments
1.	Resident of North Northamptonshire Member of a charitable organisation North Northamptonshire Councillor Town and Parish Councillor	Ability of taxis to pick up anywhere. Especially useful to prevent empty return journeys (which use fuel and create CO2) and waste money. May prevent the situation where taxis are not willing to do a journey for various reasons. Patrons often have to ring and wait excessive times for return pick ups at Hospital, etc; now any taxi from their area can also pick up if they're dropping another fare. Will provide the ability for taxis to operate where there are not many based - e.g. East Northants.	May congregate taxis around areas of high use, leaving other areas with few taxis. May create conflict between taxi drivers. May lead to drivers not having sufficient local knowledge, esp. of roadworks and shortcuts and places with 'local' names.	Concern about taxi firms not locally owned or controlled, leading to lack of local knowledge (at base) and taxis being drawn away to busier places at times.		Any removal of zones will purely widen the area within which hackney carriages can sit on ranks, ply for hire or be flagged down. It does not affect their area of operation when pre-booked. Future trade could adopt a North Northamptonshire operating strategy where there is no need to immediately return to an old zone if they've travelled outside; they can go to the nearest rank and work from there if they want rather than empty miles.

Appendix A

2.	Resident of North Northamptonshire	remove confusion			The removal of zones would remove the last of the old legal requirements relating to each of the 4 zones and make the operation of the hackney carriage trade clear and consistent to all users.
3.	Resident of North Northamptonshire	I'm hoping that pricing will be levelled - Kettering taxi costs are much higher than elsewhere in the county - preposterously so. It makes sense to administer one licensing authority for council costs, taxi drivers and residents			Pricing is not affected by this proposal. The Authority has already agreed maximum fares across the area. It should be noted that these are a maximum and agreed lower fares may be charged.
4.	Hackney Carriage driver/proprietor		It will be negative impact for everyone. It will bring so much trouble in		There is no evidence to substantiate this claim.

Appendix A

			<p>any zone and it will be lots of fighting between customer and driver.</p> <p>Taxi driver should only work where they have licence and where they have area knowledge.</p>			Hackney carriage drivers will always pass an area test before being licensed.
5.	Hackney Carriage driver/proprietor			Neither agree or disagree		No comment
6.	Hackney Carriage driver/proprietor			Neither agree or disagree		No comment
7.	Hackney Carriage driver/proprietor Private Hire driver/operator Local business		<p>Drivers won't know the areas sufficiently. Charges are different to meters for example corby charge different tariffs under the meter regulations so should drivers from rushden use Hackney meter customers could get argumentative with drivers accusing them of</p>	<p>The council have made mistakes and have back tracked broke regulations and don't seem to care about the welfare of the taxi trade we feel everything is pushed towards encouraging the use of bus services as the are government funded. No</p>		<p>Hackney carriage drivers will always pass an area test before being licensed.</p> <p>Pricing is not affected by this proposal</p> <p>It is our intention to put in place meetings with the North Northamptonshire taxi trade this year.</p>

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			over charging this is then putting drivers safety at risk. Quickest route would not be known. More people in one area is going to reduce drivers income and other areas won't be able to provide a service to the elderly and infirmed as there will be lacking drivers.	meetings are held with the taxi trade and you don't follow goverment Guidelines. West Northamptonshire have had more support in the trade why can't we have the same. I feel management of the taxitrade should be looked at in North northants as its appalling.		
8.	Resident of North Northamptonshire Local Business	More cost effective. Which is something NNC needs to be.		All taxis MUST be battery EVs, there is no excuse.		No comment.
9.	Resident of North Northamptonshire	Taxis can pick up everywhere. So one dropping in my area could pick up even if they were licensed in another zone.				If the decision was taken to remove the zones then all vehicles and drivers would be licensed to cover all of the North Northamptonshire area .
10.	Resident of North Northamptonshire		While it might help your admin it will			There is no evidence to

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			not help the people of each zone especially in Corby where prices have been hiked because of what happens elsewhere. Corby has one of the most unique and best cab services and doesn't need to be saturated by other areas crossing into area. The boundaries have always worked and shouldn't be changed because it makes it easier for council to have one department.			suggest that longer term there will be cross border movement if this decision is made. The feedback suggests that current licence holders will stay working as they are. The boundaries referred to no longer exist which is the reason for the consultation.
11.	Resident of North Northamptonshire	One price over the whole of NNC area				There is already one maximum fare applicable to North Northamptonshire
12.	Resident of North Northamptonshire		It would lead to a significant increase in fares, the only way to reduce this impact is to bring			There is already one maximum fare applicable to North Northamptonshire

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			all fares down to the lowest currently charged.			
13.	Resident of North Northamptonshire			Strongly agree		No comment
14,	Resident of North Northamptonshire			Strongly agree		No comment
15,	Resident of North Northamptonshire	Removes unnecessary red tape - I would hope.		How many Hackneys actually operate in each area? I.e. So we can see the scale of this alleged problem? I'm not sure I've ever seen one in the area?		The move to one zone would make the administrative processes for hackney carriage licensing simpler.. East – 28 Kettering – 46 Wellingborough - 31 Corby - 113
16.	Resident of North Northamptonshire			Strongly agree		No comment
17.	Resident of North Northamptonshire		It could do especially if the wheelchair ones are operating in other areas. Kettering and Corby could end up short of these types of vehicles.			There are currently 162 licensed wheelchair accessible vehicles in North Northamptonshire.
18.	Resident of North Northamptonshire	Hackney owners would be able to	Accessibility non-compliant cabs will			The comments in the agreed column

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		offer a service crossing present zone boundaries in both directions, which would be more energy-efficient; they would require just one licence instead of potentially four, saving admin for the licensing authority. Passengers would have a greater choice of hackney cabs in every part of the greater zone.	for a time be competing with compliant cabs; owners should be given time to upgrade vehicles but first-time applications should be granted ONLY to accessible vehicles. The industry should be consulted on the harmonization of fares etc, as they are the people with expertise and knowledge; but the licensing authority should consult the public once again before introducing the final schedule.			would be the expected outcome over time if one zone was adopted. If one zone is approved then all licensed hackney carriages will have access to ranks. This means there could in theory be some mixing of wheelchair accessible vehicles and non-wheelchair accessible vehicles while the policy requirements work through
19.	Resident of North Northamptonshire	Make life easier.				No comment
20.	Resident of North Northamptonshire	More choice of provider.				No comment
21.	Member of a charitable organisation		Would this mean that taxis that were ordered for a particular journey could be flagged			No. A flag down can only occur when a vehicle is available for hire. If a taxi was booked

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			down and then would not arrive at their expected destination			for a particular journey then it would not be available. An illuminated roof light is an indication that a taxi is available.
22.	private individual	It would allow more opportunity for drivers and enable simpler administrative processes.	North Northants is a large area and it will be difficult for drivers to have a good knowledge of the whole area. However this could be addressed by retaining the area knowledge tests and restricting drivers to the areas for which they have passed the relevant test			Agreed comment is correct. If one zone is adopted then a knowledge test for that zone will be implemented. The old areas will no longer exist and there will be no restrictions. A driver could choose to work in a particular town but would be required to travel across the district if requested to do so.
23.	Resident of North Northamptonshire	Other towns will be able to hail a taxi on the street.				Correct

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24.	Resident of North Northamptonshire			Agree		No Comment
25.	Resident of North Northamptonshire	freedom of trade and effort				No Comment
26.	Resident of North Northamptonshire Local Business			Neither agree or disagree		No Comment
27.	Member of the public	make working for the taxi firms easier as they will be able to travel into another zone and work	the taxi drivers might not agree with the changing of the zones			No Comment
28.	Resident of North Northamptonshire	It would allow the free movement of vehicles and customers should be able to get picked up quicker. I particularly like the idea that disabled users would be better served				It is hoped that this would be the case if one zone was adopted.
29.	Resident of North Northamptonshire	It makes sense that a unitary authority should have a united set of rules for hackney carriages and that the standards should				No comment

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		be the highest. It would also take away any confusion with the travelling public.				
30.	Resident of North Northamptonshire	i think a taxi should be able ply its trade across the whole county and not in four separate areas				No comment
31.	Resident of North Northamptonshire	Easier for me to get a taxi				No comment
32.	Resident of North Northamptonshire	It would make administration easier and remove any unfair differences				One zone would make administration more efficient
33.	Resident of North Northamptonshire		Provision for wheelchair accessibility would not be available			There are currently 162 licensed wheelchair accessible vehicles in North Northamptonshire.
34.	User of taxi services	make it easier for admin and for the drivers		surely a taxi driver should be free to operate in the whole area		One zone would make administration more efficient
35.	Resident of North Northamptonshire	The proposal would, if implemented, achieve				One zone would make administration more efficient

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		consistency of rules throughout North Northamptonshire; the cancellation of any Bye laws no longer appropriate; and recognition of the fact that licensed hackney carriages need to cross the boundaries of the previous District Councils.				
36.	Resident of North Northamptonshire	It will allow all cabs easier access to all the zones, particularly those that accommodate wheelchairs.				The authority is aware that there is a disparity in the availability of Wheelchair Accessible Vehicles across the area with the current arrangement. One zone would make it easier for wheelchair accessible vehicles to work in other areas, potentially

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						increasing supply in these areas.
37.	Resident of North Northamptonshire			Agree		No comment
38.	Resident of North Northamptonshire	Increase ability to take taxis between former Borough/district areas without additional costs				No comment
39.	Resident of North Northamptonshire	Cut down on paperwork+ good for the customers.				One zone would make administration more efficient
40.	Hackney Carriage driver/proprietor			Neither agree or disagree		No comment
41.	Hackney Carriage driver/proprietor		I am still trying to learn the streets of my own expanding town after 37 years of driving hackney cabs without having to learn other towns streets It's bad enough now customers thinking your taking them a longer route your			The format of a new fit for purpose area test will be looked at if one zone is given approval. The comments about the dramatic changes in all of our towns and villages with new developments is noted. There are

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			<p>opening up a whole load of problems</p> <p>Corby meets the criteria for wheelchair accessible vehicles not Kettering or Wellingborough for years we have updated our vehicles to purpose built hackneys not saloon cars like other towns</p>			<p>currently 162 licensed wheelchair accessible vehicles in North Northamptonshire, not just in Corby.</p>
42.	Resident of North Northamptonshire	<p>It means that all taxis will be available to all with no need for the taxi firms to lose money while they are in another zone. Also it will be cheaper for the taxi companies to operate with only one license required. Hopefully this will</p>				<p>Fares are designed to cover a variety of costs incurred by the vehicle proprietor. While there would be a saving in the cost of licence application if a driver and vehicle were licensed in more than one of the current zones, the saving may not affect fare rates.</p>

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		bring down taxi fares.				
43.	Hackney Carriage driver/proprietor		With zones in place, hackney carriages have strong knowledge of area working. The proposal that it would mean hackneys from different zones would get fares back to their existing zones is very rare and not realistic as a good reason to change			The view is not that hackney carriages could return to their existing zones with a passenger, but have the option to work any rank in North Northamptonshire, without a need to return to a particular town before starting work again.
44.			Corby prides itself on keeping fares affordable to the public we only have a handful of taxis that charge the top north northants rates and the public are very mindful of those proprietors if you make it the one zone it would be very damaging			The fare tariff is the maximum amount that may be charged. It is for proprietors and the trade in general to determine if any fare below that maximum is to be charged. The Authority cannot control a competitive

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			<p>to our trade we also don't have the facilities for other taxis to ply for hire in Corby the zones should remain as they are</p> <p>Corby is a town were the public use taxis on a daily basis it is not a luxury for that reason alone we try to keep it as affordable as possible bringing in other Hackney vehicles that charge higher prices would be very harmful indeed</p>			<p>market. It would be for licence holders to decide if they wish to trade across the district if one zone is adopted and what fare they should charge. The market will determine what is acceptable and what is not.</p>
45.	Hackney Carriage driver/proprietor		<p>I think as an environmentalist, that vehicles traveling far and wide into different areas of the county would have an adverse effect on air pollution, I'm am surprised that</p>			<p>A hackney carriage is not being asked to make any journey if one zone is implemented that it wouldn't already do. At this time if a hackney carriage</p>

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			<p>as a conservative run council, that this proposal has even got thus far, pollution is high on the parties manifesto, would it not be sensible to consider this move when we have turned to all electric taxis, I'm very confused at the double standards being adopted by the Conservative Party that you claim to represent.</p>			<p>is hired to do a journey out of zone then it has to return empty to that zone unless it has a private hire booking for the return. While a driver may wish to do this, if one zone is implemented, there would be no need to do so as they have access to all of the ranks in North Northamptonshire.</p>
46.			<p>Some towns very close each other that time can work but all 3 town seprate and far i dont think so kettering taxis or wellingborough taxls coming to corby for work or i never go to kettering for work i dont know the</p>			<p>If one zone is adopted it gives drivers the freedom to work where they wish in North Northamptonshire as they have access to all of the ranks in North Northamptonshire.</p>

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			streets i dont thing so this is good idea I need change my taxi i find tomany taxis 6-7 years old but i cant buy it cos have to be 4 years old this is not right i got family now i have to buy 35-40 tousend pound taxi nobody thinking taxi drivers in council, sitting on table and decided 4 years old. Never think how they earning money			The second comment is not relevant to this consultation but is a policy matter which will be reviewed this year.
47.	Hackney Carriage driver/proprietor		No because it does,t make sense to to have one zone and drive long distances.thanks			See comments above.
48.	Resident of North Northamptonshire	It will be fairer for all of the North Northamptonshire residents to have just one zone, presumably with				No comment

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		<p>the same fares. The (presumably Corby) taxi drivers that are whinging and moaning about this proposed change in the media are simply seizing the opportunity to make a political point. The knowledge test may mean learning a larger geographic area but these drivers seem to overlook how London taxi drivers - who have a much bigger area to learn - cope. If a driver can't learn North Northamptonshire- much smaller than London - then frankly they shouldn't be in the job. It is a shame that we (especially in Corby) are</p>				
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		landed with some of the least intellectually qualified (to state that in a Politically Correct way!!) in the UK				
49.	Resident of North Northamptonshire		The fleet improvements can be achieved without changing the zones. Taxis are generally used for journeys within a zone so this change is unnecessary. Drivers will have to achieve a county wide 'knowledge' which would be difficult or the standard required would have to be dropped to cover the larger geographical area.			The decision as to whether to remove zones is not just about current practice undertaken but involves an assessment over the restrictions on trade and whether an individual or business should need to purchase and regularly renew 4 driver and 4 vehicle licences in order to be able to trade across North Northamptonshire? The area test issue is addressed above.

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50.	Resident of North Northamptonshire	There is a shortage of taxi capacity in Oundle and surrounding villages and any derestriction is welcome. The suggestion that the "knowledge" tests are a problem is surely redundant in the age of sat navs and mobile phone navigation. If the driver doesn't know the way then the passenger surely will.				Noted
51.	Resident of North Northamptonshire	Strongly agree It would save on costs and efficiencies				No comments
52.	Parish Council (as a body, not as individual Cllrs)	Simplifies the admin arrangements for the benefit of the hackney carriage owners/drivers, and brings in a uniform set of bye-laws for all four				One zone would make administration more efficient

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		zones, for the benefit of the travelling public.				
53.	Resident of North Northamptonshire		Corby residents have relied on the taxi service and is still used extensively. Any change would have a negative impact on both shopping, hospital appointments and social isolation			There is no evidence to indicate that a move to one zone would have the impact described. Feedback received indicates that at this time the trade will continue to provide its existing services.
54.	Resident of North Northamptonshire		Less taxi's and more rogue drivers getting in			There is no evidence to indicate that a move to one zone would have the impact described.
55.	Resident of North Northamptonshire		My comments refer to mainly Corby. 1. You will lose the 'local' in 'Local Taxi Service'. 2. London Type Taxi's have ease of access for the disabled and for shopping trips.			Comment 1. There is no evidence to indicate or reason to suspect that a move to one zone would have the impact described. Comments 2 & 3 are statements requiring no response.

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			<p>3. London Type Taxi's are easily identified for flagging down. 4. London Type Taxi's make it easier to identify rouge taxi owners using their own cars, without insurance, on the streets"</p>			<p>Comment 4. No area requires or has only London style taxis. All licensed vehicles are required to have the appropriate insurance before being licensed.</p>
56.	Resident of North Northamptonshire		<p>We live in 2023 everyone has a smart phone and sat nav. why would a taxi driver need to learn 382 sq miles of roads and routes. due to the poor public transport people in Corby rely on local taxi firm who won't rip them off. Unfortunately like every consultation with the residents in the area, you will ignore what's best for us and do whatever you like</p>			<p>See comments above</p>

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			because thats all the majority of nnc do			
57.	Resident of North Northamptonshire	One common taxi regime acorss the council makes sense from an administration and clarity perspective. If the best standards are taken as the benchmark for the regulation of cabs this would be a sensible move eg all Hackney Carriages can carry disabled passengers, are liveried in the same manner it will make it lclear for residents on what is a hackney carriage	Costs / fares that will increase. The amount of knowledge needed by drivers. Perhaps have a base location for the cab which quires the current knowledge and then a basic knowledge test for pther areas in the council they do not frequent as often. Need to ensure that all Hackney Carriages are required to meet the highest standrads of the combined area eg they should all be black cabs for example.			One zone would make administration more efficient Some comments relate to policy requirements which are already in place and being implemented in line with the grandfather rights condition. Area test comments are addressed above.
58.	Resident of North Northamptonshire		Local drivers know their own areas....i have used cabs			Points raised are not relevant to de-zoning. A decision

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			<p>where the drivers do not speak understandable English, drive using satnav (no knowledge of the area), and i have even had to direct driver to a simple, well known road. Driver stated he was from Leicester! Why change a system that has worked well for YEARS. Too many things are getting changed since we became NNC, and most of them NOT beneficial, let towns continue operating as they always have done...</p>			<p>to move to one zone will not change the standards we expect from licensed drivers.</p>
59.	Resident of North Northamptonshire		<p>Local knowledge is very important.listen to people for a change.</p>			<p>Area test requirements are addressed above.</p>

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60.	Resident of North Northamptonshire			Strongly disagree		No comment
61.	Resident of North Northamptonshire		We need drivers that know their local area well and are properly licensed. Making the area the whole of North Northants is a huge area.			Drivers are required to be licensed in accordance with the council's policy. Area knowledge is addressed above.
62.	Resident of North Northamptonshire			Strongly disagree		No comment
63.	Resident of North Northamptonshire		Why change something that works perfectly well now. We all know that you will go ahead and do what you want so why lie to us and say you are keeping an open mind in things			As of 1 April 2021 North Northamptonshire Council came into existence and the four previous areas were removed except in the case of historic hackney carriage legislation. A new single policy necessitates

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						review of historic arrangements
64.	Resident of North Northamptonshire Local business		Pollution would be increased throughout the county, with too many taxis moving from town to town to pick passengers up, all against the government's environmental policy could understand when we go electric , surely this defeats the objective , mind boggling			The issue of taxi movements if one zone is approved are addressed above.
65.			Under the new proposals, the range of miles to have knowledge of exceeds London. This is totally unfair and threatens the drivers lively hoods. NNC should stop meddling with this totally unnecessary			The area test is addressed above. Wheelchair accessible vehicles are a policy requirement for hackney carriages. There is no evidence to support claims of unlicensed drivers

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			<p>review and concentrate on things that really matter, such as getting out of the debt they are in. Black cabs as used in Corby are needed especially for the disabled or those with mobility issues, which standard saloon cars cannot cope with. Most drivers have a good working knowledge of the areas they work in and are usually helpful and considerate of their passengers. The registration they have to pay is high enough, perhaps the NNC could concentrate on those drivers who don't have the proper licence. A poor proposal.</p>			<p>in hackney carriages.</p>
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66.	Resident of North Northamptonshire	Brings in uniform prices across the county. Customers know how much a taxi is going to be no matter where they are in the county.				Fares not relevant to this consultation. A maximum fare tariff for North Northamptonshire is already in place.
67.	Resident of North Northamptonshire North Northamptonshire Councillor Town and Parish Councillor		Discuss with drivers first from all the 4 old council areas Too large an area to do this should be done gradually over several years of an option			Divers are able to contribute to the consultation process.
68.	Hackney Carriage driver/proprietor	More choices and I can't get into a London-style taxi. The saloon vehicle option is a very good thing.				No comment
69.	Resident of North Northamptonshire			Strongly disagree		No comment
70.	Resident of North Northamptonshire		If you got a job in northampton it would take at last 45 minetes by the time we got there the customer would have gave			This response does not appear to relate to this consultation or the role of a hackney carriage.

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			up and phoned an other taxi Who ever has put this proposal does not know anything about the taxi trade the more miles a taxi has to do the more the tax man expectes you to earn			
71.	Hackney Carriage driver/proprietor		It would not benefit anyone and how would you police it and what happens to drivers that are already licensed? Corby people who use taxis know their drivers and it could have a negative impact on the vulnerable passenger. Who is profiteering from these new rules			There is no issue in policing the new proposal – in fact it simplifies enforcement as any North Northamptonshire hackney carriage could legitimately operate anywhere in North Northamptonshire. It is not perceived that there would be an impact on current drivers or the vulnerable.
72.	Resident of North Northamptonshire		The area drivers are required to know is plainly ridiculous and as a			The area test is addressed above. There are no negative changes

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			resident of Corby which is historically reliant on affordable taxi service it would severely impact the disabled and those less wealthy if any negative changes were made.			identified for this proposal in relation to the disabled and less wealthy. A maximum standard tariff is in place.
73.	Resident of North Northamptonshire		The area far to large to manage properly and why change a great taxi system which has worked well for years with no apparent benefit.			No comment.
74.	Not Known			Strongly disagree		No comment
75.	Resident of North Northamptonshire		Could ruin taxi service. Taxi service is good enough already.			There is no evidence to suggest that moving to one zone would be detrimental to existing taxi services.
76.	Private Hire driver/operator		There are already too many rogue drivers on the			There is no evidence to substantiate these

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	Resident of North Northamptonshire		roads in NNC Pretending to be cab drivers, that are working with impunity. Unless this is addressed first then it will just become worse. I see hackney taxis on a regular basis with hidden licence plates or no plates at all (especially in the mornings doing school runs) but nothing and no one seems to care. Also the costs are becoming stupid , my badge expires at the end of January 2024 and I have already decided I am not going to keep it. Governance is non existent on drivers and by opening up the whole of NNC is just asking for even more rogue drivers. I			claims. School runs are enforced by the home to school service. Any breaches as described would be dealt with in liaison with the licensing team. Note: vehicles licensed with other local authorities from outside of the local authority area will be carrying out journeys to schools within the area.
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			think you need to sort the existing issues out before opening things up . Do more checks on drivers whilst they are working, why not use parking officials to also have the powers to do rank checks and get the rogues off the streets first.			
77.	Resident of North Northamptonshire		Rouge unsafe taxi carriers			No justification for these claims.
78.	Hackney Carriage driver/proprietor		Extremely unlikely that drivers will sit any knowledge test for whole of northamptonshire, will lead to less cab drivers in general, saloon cars could take "flag downs", in all areas, and could open areas up to abuse by rogue drivers. Corby cabs serve the			The area test has not been designed yet . It is assumed that the reference to saloon cars relates to private hire vehicles, or hackney carriage vehicles with grandfather rights. It is illegal for private hire vehicle

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			<p>general public with hospital visits, getting to work, being able to visit supermarkets. Also cabs provides an invaluable service for wheelchair and walking aid users who may not otherwise be able to reach places as easy. It would be extremely unlikely, for instance, that customers in Corby will wait for a taxi come all the way from northampton, to take them from a doctors appointment in Corby, to their Corby home.</p>			<p>drivers to accept flag downs. The latter part of this comment appears to relate to hackney carriages carrying out private hire work. This is not covered by this consultation.</p>
79.	Hackney Carriage driver/proprietor		<p>Open to abuse by rouge drivers Will have a major impact on the livelihood of Corby tax drivers</p>			<p>No justification to this comment. Area test is addressed above.</p>

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			The 382 square mile knowledge test is ridiculous			
80.	Private Hire driver/operator			Strongly agree		No comment
81.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
82.	Resident of North Northamptonshire		The town will be flooded with rogue operators to reduce the negative impact I say keep it as it is.Would there be any point ?			No justification for this comment.
83.	Resident of North Northamptonshire		There will be too many taxis coming from other towns and operating in one area			No evidence to substantiate this claim.
84.	Hackney Carriage driver/proprietor Private Hire driver/operator Resident of North Northamptonshire			Strongly disagree		No comment
85.	Hackney Carriage driver/proprietor		It was cause a chaotic situation, where drivers from other areas are taking work from			In the event of one zone being adopted, the market would determine who

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			<p>other areas, which would add to confusion for customers It would not be possible to know the geographical areas of all the towns involved. Even with sat nav you still need to have a basic knowledge of the area</p>			<p>wished to work where. There is no evidence to suggest that chaos would ensue if this decision was taken.</p> <p>Area test is addressed above.</p>
86.	Hackney Carriage driver/proprietor		<p>It will destroy our business in Corby. Corby always have the lowest fares in Northants area. Corby customers can't afford to pay same prices as people from Kettering or Wellingborough.</p> <p>New law regarding the age of Cabs hasd already a big impact for Owners in Corby. Most of they bought Cabs</p>			<p>There is no reason to expect that if one area is adopted that it will impact on existing businesses but market forces would need to prevail.</p> <p>Age restrictions on licensed vehicles are policy matters which will be dealt with elsewhere.</p>

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			<p>from 2010, 2011 reg. But these Cabs will not run forever. So after 2025 probably from 114 licences in Corby it will remain 50% of them.</p> <p>Unfortunately are no Cabs available to buy in UK and electric ones are not practicable and are very, very expensive.</p>			
87.	Hackney Carriage driver/proprietor		<p>de zoning would potentially increase the opportunity for rogue vehicles to appear thus putting the safety of the public at risk. currently the local council and more so the local cabbies can keep an eye on this. The general public know who they can trust with</p>	<p>Talk to the people who know about Taxis. Talk to the drivers/owners and moreover speak to the public who pay to use them, who keep the trade going. If the public didn't need us we wouldn't be here. over 1 million fares a year are done with Hackney cabs.</p>		<p>All licensed vehicles in NNC are required to follow the same policy requirements. The consultation process has invited comments from the trade.</p>

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			local taxi companies. this is paramount when travelling in a taxi. If we have every tom dick and harry driving cabs round it will be carnage. The number of complaints to the council will increase 10 fold.			
88.	Hackney Carriage driver/proprietor		I would like to keep old version if possible Please keep the old version We don't know much the other zones why we are concerned, we are happy to work with our zone.			No comment
89.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
90.	Resident of North Northamptonshire			Strongly disagree		No comment
91.	Resident of North Northamptonshire			Strongly disagree		No comment

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92.	Hackney Carriage driver/proprietor		Yes, because the price are lower here. Also I think you when you know a zone you travel more efficient and reduce the costs			No comment
93.	Hackney Carriage driver/proprietor			Strongly agree		No comment
94.	Hackney Carriage driver/proprietor Private Hire driver/operator Resident of North Northamptonshire		I believe if there is 1 zone for all hackney carriage drivers, not every one will pass their knowledge test, as to learn the 4 area zones will be near impossible. You will loose alot of licences, Drivers will be forced to go and get wolverhampton or Rutland licence as its alot easier to get and alot cheaper.			The area test is addressed above.
95.	Hackney Carriage driver/proprietor Private Hire driver/operator		It will be impossible passing the test on all four zones as we don't			The area test has been addressed above.

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	Resident of North Northamptonshire		work or familiar with area. I've invested a lot of money buying a new vehicle, then top of that is getting resprayed. If I can't pass the test for any reason, I will be lumbered with a car that I can't sell as being yellow.			
96.	Resident of North Northamptonshire	It will result in fairness for all North Northamptonshire boroughs as each will be charged the same fare. I have noticed that Corby drivers in particular seem to be whinging in the Northants Telegraph about this due to the need to learn a larger geographic zone. However, drivers in London				No comment

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		(and other large cities) must do this for an even larger geographic area and seem to cope just fine.				
97.	Hackney Carriage driver/proprietor Private Hire driver/operator Resident of North Northamptonshire		I think this would have negative impact for local HC drivers as passing the knowledge test for 1 zone will be impossible I, as I only operate in Wellingborough and its borough. I do not no any other area. If I can't pass my test I will loose my badge and loose my job			The area test is addressed above.
98.	Resident of North Northamptonshire		Fully licensed drivers already are comparing with taxi- like services where knowledge of local areas is not so much required due to popularity of GPS			No comment

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			<p>serviced- and as a result becoming taxi driver will become harder. Local taxi drivers are vital not just for economy, they are part of authority due to stricter than in other transport services certification, that people can trust: to let their children travel with when the bus broke down, to care that they will walk your elderly father to the door carrying his shopping (and often they do wait till he is inside!), bringing people to hospital when wait for ambulance is too long, even carrying vulnerable people home safely after great night out. Make becoming black</p>			
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			cab driver no more complicated than before- in times of GPS in nearly every phone and car knowledge of street names is not as important as fact, that that job is taken by people from local community and caring for local community and with local community standards.			
99.	Hackney Carriage driver/proprietor Private Hire driver/operator	removing the zones will have more opportunities' for the drivers to earn more and do less dead miles . and customer can frequent taxis				No comment
100.	Resident of North Northamptonshire			Strongly disagree		No comment
101.	Hackney Carriage driver/proprietor		It will kill the hackney trade in town and local people will not feel			Towns will require hackney carriages and the matter of one zone should

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			<p>safe with other companies coming into the town Abd if they don't know the area they could be going to the wrong destinations at the cost of the customers</p> <p>The knowtest is far too large an area for anyone to get"</p> <p>"We are all fully wheelchair accessible hackneys the other areas are not Wellingborough only has one wheelchair chair accessible cab</p>			<p>do nothing to impact on that.</p> <p>The area test is dealt with above.</p> <p>Vehicle policy is dealt with above and all licensed vehicles are required to comply.</p> <p>3 wheelchair accessible vehicles currently licensed in Wellingborough.</p>
102.	<p>Hackney Carriage driver/proprietor Resident of North Northamptonshire Local business</p>		<p>With fuel prices at the price they are why would anyone want to take a fare to the other side of the county, not to mention the fuel pollution this would cause, I just can't see any benefit in this proposal at all,</p>			<p>It is an offence for a hackney carriage driver, without reasonable excuse, to refuse to take a fare at a rank. The distance would not be a reasonable excuse. There is</p>

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			<p>There is a famous saying 'if it's not broke don't fix it ' the NNC seem to be intent to cause disruption to a perfectly run system which we have had for years,</p>			<p>no change over this matter</p>
103.	Hackney Carriage driver/proprietor		<p>As an owner of an Electric taxi. I am already struggling to finance this business. The 4 year rule has left me extremely vulnerable to bankruptcy. I am already struggling to pay for my lease and I have to try and find finance for another £19k before July if I am able to continue with this business. The pressure is immense. As all I can see is more debt on top of current debt. It isn't</p>			<p>There is no expectation that the adoption of one zone will lead to saturation of any one town. The indications from current operators are that they do not wish to move at this time.</p> <p>Vehicle age requirements are a policy matter to be looked at further this year.</p> <p>The area test has been covered above.</p>

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			<p>looking good for me as a business owner. If the removal of the zones saturates our already difficult trade with more taxis. I will almost certainly have to hand my vehicle and plate back. I cannot risk more debt with potentially lower earnings. I have done what I feel the council wanted and moved to electric. It is crippling me and im only trying to make a modest living. I cannot afford more debt. Many taxi owners cannot afford more debt.</p> <p>I feel the removal of the 4 year rule to something more realistic would help</p>			<p>The maximum fare tariff increase and the 5 years grandfather rights were introduced by the Authority to generate income to support those changes and to allow time for vehicle owners to prepare for the vehicle changes. These matters are not part of this consultation</p>
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			<p>so many taxi owners in Corby and all over Northamptonshire.</p> <p>I would also never consider to go to another town for work and especially a wheelchair job. So I don't think this is a very well thought out idea. I think you would find if you asked the question to drivers, that going to another town for a wheelchair job at their in town tariff if doesn't make any financial sense.</p> <p>You need to think about affordability for these taxi owners. Maybe if there were grants available to owners to move to wheelchair</p>			
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			<p>accessible taxis that could help with the shortfall in the areas in question. Grants in Corby for upgrading taxis I'm sure would be welcomed.</p> <p>With regards to the knowledge test. I can strongly say that I speak for many taxi drivers. Having to undergo a knowledge test for all zones is completely unrealistic and unachievable. If this is enforced I will have no choice but to shut down my business and hand my taxi back. I would urge you to consider whether administrative policies mean more to you than taxi drivers</p>			
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			<p>livelihoods. Also will what you gain from this change be worth more to you than what is taxi owners/drivers will loose." I feel that the reason you may not have had many responses could be due to the fact that owners feel that you will make the changes anyway regardless of what concerns we express. I hope our views are strongly considered. As these changes could destroy many of our livelihoods. Many older drivers/owners could just give up the trade. I'm only 50 and I'm considering it too.</p>			
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104.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
105.	Hackney Carriage driver/proprietor		<p>Most of the county's Hackney vehicles are saloon cars with the exception of Corby and Kettering how would these towns benefit from non wheelchair accessible vehicles coming into their areas</p> <p>Has anyone at the council any idea how much a purpose built taxi costs what percentage of the councils own vehicles are electric</p>			The other areas would benefit from having access to wheelchair accessible vehicles.
106.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
107.	Hackney Carriage driver/proprietor		Will be NO positive impact... I am against proposals			No comment
108.	Hackney Carriage driver/proprietor		The proposal is a disaster for the whole			No comment

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			community, has no common sense and who come out with this idea is brainless (sorry to say this) but is true, because it does not make sense to change something that has been working so smoothly all this time just for the sake of implementing a new idea.			
109.	Hackney Carriage driver/proprietor Resident of North Northamptonshire Local business		Leave as it is we don't want 1 zone "Corby is a taxi town on its own right. Nnc should help us not destroy us" "I have been a taxi driver in Corby for about 40 years. But since NNC has been made up the taxis have gone downhill. Should leave it as was."			No comment

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110.	Hackney Carriage driver/proprietor		I think it will take money away from the Corby taxi industry, as it would mean more taxis from other Burroughs could come in and apply for higher and reward			There is no evidence to support this claim
111.	Hackney Carriage driver/proprietor Resident of North Northamptonshire			Strongly disagree		No comment
112.	Hackney Carriage driver/proprietor		Should keep the zones the way they are where local taxi drivers doing local routes and know what best for the public			No comment
113,	Hackney Carriage driver/proprietor		I don't think this proposal to move the zones will be damaging to the taxi trade and the public of Corby because the safety aspect. "I don't think? This would help.			There are no recognised safety concerns with adopting one zone. The administration of hackney carriage licensing would be more efficient as one licence would be

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			<p>I think? We should keep the zones in place because of safety aspects." "This want make any difference to the council and the way things are run by moving the zones to 1 zone.</p> <p>The people of Corby know the taxi drivers When using the taxi cabs and they trust them and rely on them."</p>			<p>issued for each hackney carriage and driver to work in North Northamptonshire,</p>
114.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
115.	Hackney Carriage driver/proprietor			Disagree		No comment
116.	Hackney Carriage driver/proprietor		<p>Negative impact will be becoming in conflict with Hackney drivers from Kettering or Wellingborough and other way round.Also going to operate in this</p>			<p>No evidence to justify these claims.</p>

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			areas is not going to be economicly for us,and learning all this streets in this new areas.			
117.	Hackney Carriage driver/proprietor		How can hackney carriages which are actually cars in Wellingborough sit on our ranks and cant accommodate a wheelchair or double pushchairs. It is ludicrous. This is all about saving the council and you have no idea or thoughts how the hackney carraige trade operates			All hackney carriages will be wheelchair accessible vehicles under the current policy once grandfather rights expire.
118.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
119.	Hackney Carriage driver/proprietor		Our local bus service is very poor. So local resident they will struggle to for transport for example mother taking her children			This comment appears to be referring to pre-booked work which is not affected by the proposal of one zone.

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			<p>into the school morning time baby on the prams she can't walk far. she depending on taxi drivers. Senior citizen who wants to go for shopping or doctor, blood tests she or he they totally dependent on taxi drivers.if it's one zone we will out of town can provide services in local. Taxi from Kettering Wellingborough they have salon car as taxi.they won't provide taxi service to wheelchair customers. So to keep our local transport service reliable then council should not make it one zone. If something doesn't benefit public and drivers</p>			<p>Kettering have a wheelchair accessible fleet.</p> <p>The area test is referred to above.</p>
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			<p>and local businesses then why council bring this proposal in agenda.any changes should be benefit of the local people and drivers and businesses</p> <p>Taxi drivers test should not be too complicated.if it's too complicated then no driver will come to continue to taxi service</p>			
120.	Hackney Carriage driver/proprietor		<p>Unlicensed drivers more congesting to george street in corby drivers not knowing streets</p>			<p>The proposal to move to one zone will not impact upon unlicensed drivers. The area test covered above.</p>
121.	Hackney Carriage driver/proprietor		<p>I feel all taxi should be wheelchair accessible and until the are zones should stay the same in my opinion you cannot have vulnerable</p>			<p>No comment.</p>

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			people waiting in the cold for a suitable vehicle to arrive			
122.	Hackney Carriage driver/proprietor		I think if all Hackney carriages are able to pick up from any zone there would be too many in one zone and not another in the not so busy zones			It is expected that the market will determine the need for vehicles in any area. There is no evidence that there will be saturation in “busy” areas – rank space is limited.
123.	Hackney Carriage driver/proprietor		Vehicles from other zones plying for work in Corby zone will be coming on our taxi rank charging our public higher fares and also taking them on longer routes to their destinations as no doubt the sat navigators they use will not always be accurate a bit like horizon computer decimating the			See above. Any taxi can charge the maximum permitted fare tariffs. No comment about route assumptions. Again there is reference to pre-booked work which is not covered by this consultation.

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			<p>post masters and also taking up spaces on our taxi ranks We have built this taxi trade up over many years making it an affordable option of transportation for the Corby public going to work on school runs and shopping it is a way of life in Corby and by encouraging other operators from different zones will only cause confusion and resentment</p>			
124.	Hackney Carriage driver/proprietor		<p>It's working as it is. Don't waste time and money on something you don't have to.</p>			No comment
125.	Hackney Carriage driver/proprietor		<p>"1. It will negatively affect the business of drivers in Corby. Corby drivers are not interested in going out to other</p>			<p>1. There is no evidence that moving to one zone will negatively affect business.</p>

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			<p>zones to work and want to stay in Corby and drive loyal customers.</p> <p>2. Local customers want local drivers. We have established great relationships with our customers over the years and we have a very good reputation. Drivers from other zones won't have the same relationships and I am worried about them damaging our perception with locals.</p> <p>3. The argument for customers not being able to flag down a driver from another zone isn't relevant - in my experience of driving cabs for 16 years, when I have</p>			<p>2. Licensed drivers are professional drivers and there should be no issues with customer relationships.</p> <p>3. working across zones has been dealt with above.</p> <p>4. The area test has been discussed above.</p> <p>5. As 4 above and, if adopted, one zone will allow all drivers to be tested equally and consistently.</p>
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			<p>been in another zone, I have never had someone flag me down. We typically go in other zones when there are plenty of taxis on the road (such as for peak time account runs), so it doesn't give customers more options.</p> <p>4. They don't know our roads just as much as we don't know theirs. Driving taxis is about knowledge of the roads and the shortest route, especially when there are issues on the roads like roadworks or crashes. Also, customers often specify the route they want to take to their destination during the journey.</p>			
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			<p>How is a driver not from our zone able to react to dynamic changes. This is equally applicable to me driving in another zone.</p> <p>5. We have an extensive test and licensing process in Corby which takes time to learn the roads. How can I be expected to learn and pass tests for all roads across an additional 3 zones whilst trying to maintain my knowledge of Corby. I am approaching my 60s and it isn't easy to keep up with the new roads in Corby, nevermind to have to learn all other zones. This will also make the</p>			
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			licensing and testing process more complicated and will add further costs to us as drivers."			
126.	Hackney Carriage driver/proprietor			Neither agree or disagree		No comment
127.	Hackney Carriage driver/proprietor		I think it would ruin perfectly run taxi services across the 4 zones in a unrepairable way to businesses and the public			No evidence to support claims
128.	Hackney Carriage driver/proprietor		Already the taxi ranks in Kettering during night and day are full. Combining all the zones would have congestion at the taxi ranks and the roads. Drivers from other zones would not have ample knowledge of that certain area. for example Kettering driver would not have			Congestion on ranks has been previously discussed. Area test has been previously discussed.

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			wider knowledge of wellingborough and Corby thus impacting customer.			
129.	Hackney Carriage driver/proprietor		"In my opinion I think it would be best to keep Corby with It's own wheelchair accessible taxis. Corby has a great taxi community and Corby people like the taxi service in Corby. If we had other drivers from other zones coming in to Corby it would win my opinion open up to pirate (non licensed) drivers/vehicles plying for hire illegally. We would then probably have a night time economy crisis. Younger vunerable people need to			<p>The adoption of one zone would not encourage illegal taxi activity. Any evidence of illegal activity should be provided to the Authority for an investigation to be carried out.</p> <p>The Authority sets the maximum fare tariff. Any proprietor/driver can set their own tariff below that maximum.</p>

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			<p>know they are getting home safe.</p> <p>Also, the taxi trade in Corby needs to set it's own fare table for the good people of Corby whome we have served faultlessly over the years."</p>			
130.	<p>Hackney Carriage driver/proprietor Resident of North Northamptonshire</p>		<p>Already the taxi ranks in Kettering during night and day are full. Combining all the zones would have congestion at the taxi ranks and the roads. Drivers from other zones would not have ample knowledge of that certain area. for example Kettering driver would not have wider knowledge of wellingborough and Corby thus impacting customer.</p>			<p>Answered above.</p>

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131.	Hackney Carriage driver/proprietor		<p>As a Corby hackney cab driver of forty years the negative impact of dezoning is simply not going to work as with such a vast area to cover how is the council going to police the likes of rouge drivers who are not licensed at present i haven't seen taxi inspector on the rank for ages and talking about ranks there isn't enough rank space for the amount of cabs we have in Corby at present so it would be a danger to public safety to allow more black cabs into the town center area sometimes you can't even drop passengers off on the overflow rank as it's full of just</p>			<p>The area to be covered has not changed for the licensing service.</p> <p>There is no evidence of "rogue" unlicensed drivers and nothing to suggest that adopting one zone would make such a difference.</p> <p>Rank space will be reviewed if a single zone is adopted.</p> <p>The parking wardens monitor the taxi ranks for illegal parking and issue enforcement notices where required.</p>
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			eat and Uber delivery drivers but the council after no end of complaints has done nothing to prevent this so the situation in Corby town center will be a danger to the public and just cause even more traffic chaos. Stop this nonsense none of your committee,s have looked at the bigger picture it's just a box ticking exercise wasting the good people of Corby,s money which could be spent on others things.			
132.	Hackney Carriage driver/proprietor		no positive impact To big of a area to monitor			The area has not changed for the licensing service.
133.	Hackney Carriage driver/proprietor		The zones are better because everyone will work in their own zones			No comment

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			as before. I think these zones were better and could impact a lot of cars on not making money. I think people who live in Corby or Kettering should work in their own area rather than it being one zone.			
134.	Hackney Carriage driver/proprietor		<p>I cannot think of any positives from this new proposal.</p> <p>"De-zoning taxi zones</p> <p>Issues There are robust historical reasons why taxi zones exist:</p> <ul style="list-style-type: none"> • Taxi firms provide a local service (most booking will be fares within the town or local villages). It would not be commercially 			<p>Reference to booking (private hire) not covered by this consultation.</p> <p>If one zone is adopted, the operating area will be North Northamptonshire.</p> <p>There is evidence in the submissions to this consultation that drivers cannot keep up with the level of development taking place in</p>

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			<p>viable to offer a service outside of a local area unless the fare was returning to its operating area.</p> <ul style="list-style-type: none"> Local drivers have the local knowledge being able to navigate the best routes, know just about every street, local landmarks, factories, hotels and generally everything going on around the town. In the odd chance a driver acquired a fare to say Rushden (perhaps once every 5 years or so) there is absolutely no reason for them to stay and work in that area – they wouldn't be able to navigate the new 			<p>North Northamptonshire. If one zone is adopted a new area test will be developed relevant to modern circumstances.</p> <p>No evidence to suggest that one zone would not negatively impact residents. It would provide consistency of service across the area.</p> <p>The benefits of one zone to the Authority are described briefly above.</p> <p>Vehicle age is a policy matter not relevant to this consultation. The policy will be reviewed this year.</p>
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			<p>area without resorting to a satnav, which is hardly a professional image.</p> <ul style="list-style-type: none">• Attempting to learn an area the size of North Northamptonshire is not practically attainable.• De-zoning would have a negative effect for residents of North Northamptonshire with nothing to gain but the possibility of plenty to lose. <p>Remedy</p> <ul style="list-style-type: none">• The council have already harmonised fares/taxi operational policy and consequently have nothing to gain by de-zoning. There is no reason			
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			<p>why the status quo should not remain." "Taxi operating policy</p> <p>Issues The vehicle type/age (policy number 6.1.1.4) and exceptional condition policy (6.9.3) are both fair and acceptable. The arbitrary replacement of vehicles of 4 years old or less (6.1.1.1) has no merit and is not acceptable to the taxi trade for the following reasons:</p> <ul style="list-style-type: none">• Taxis are specialist vehicles and are significantly more expensive in comparison to a normal saloon car or van.• When purchased new,			
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			<p>the owner will probably finance the vehicle over a period of 4-7 years. The consequence of this means specialist taxis under 4 years old are generally not available on the second-hand market, resulting in the likelihood of having to purchase new.</p> <ul style="list-style-type: none">• It should be questioned why a vehicle that conforms to the rigorous tests and conditions of policy 6.1.1.1, is not suitable for the rank.• There are a number of scenarios where the 4 years or less policy can have catastrophic consequences for			
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			<p>taxi owners. For example, if someone bought a new taxi 4 ½ years ago on a 7 year finance deal, had the taxi written off (EV's are notorious for being written off with little damage), they would be in a precarious financial position to finance another new vehicle ahead of their 7 year finance plan ending. Or, if an owner retiring in 3 years time had their 11 year old TX taxi written off, there is no likelihood of being able to finance a new vehicle over 3 years – they would be out of business and out of work.</p> <p>Remedy</p>			
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			<ul style="list-style-type: none">• This rule needs to be withdrawn, as the only outcome of the 4 year or less rule is in 95% of cases, owners will be forced to buy new, which is unacceptable.• It would be acceptable for any new issue licences (not existing licences) to be required to start with a new vehicle. <p>Taxi driver licence</p> <p>Issues The taxi driver licence is becoming too expensive (estimated £700 for a new driver) and over qualified (courses, advanced driving etc). It's probably easier to drive a</p>			
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			<p>bus rather than a taxi. Awareness courses are applaudable, but they should not be a qualification or at a cost to the driver. The difficulty and cost of applying for a taxi drivers licence is becoming a barrier for new recruits joining the industry and for older drivers to renew their badge.</p> <p>Remedy Get back to basics, all that is required is:</p> <ol style="list-style-type: none">1. Clean, full UK driving licence (held for at least 3 years)2. DBS3. Medical4. Area knowledge test			
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			<p>Advertising and colour of taxis</p> <p>Issues The policy described in 6.3.6 and 6.11.1/5 is archaic, even London, one of the most regulated taxi trades in the UK discarded this type of policy years ago. London allows any standard colour, adverts and full advertising wraps. This policy only denies owners of additional income to offset costs.</p> <p>Remedy Vehicles should be in standard colours and approved adverts should be allowed.</p> <p>General comment</p>			
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			<p>Issues Discrimination – There are two main types of passenger transport in Corby (taxis and buses) and the policies between them appear inconsistent.</p> <ul style="list-style-type: none">• Most buses on internal routes around Corby are in excess of 15 years old and school buses in excess of 20 years old. Replacement buses only have to meet regulations, whereas replacement taxis have a 4 year or less policy.• Buses are allowed to advertise, taxis are not.• Buses are allowed to be any			
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			<p>colour, taxis are not.</p> <ul style="list-style-type: none">• Taxi drivers and owners are being harangued for minor discrepancies and threatened with points/fines. Recent examples of this include a driver parked on the edge of the rank (while he popped to the loo) and an owner for not reporting a scratched bumper. Although offences should be reported, these appear very petty, especially when the general motorist flouts just about every road regulation and parking restriction around the town with impunity (traffic wardens are ineffective, due			
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			<p>to only being visible for a few hours per week).</p> <p>It is without doubt this council discriminates against the taxi trade."</p>			
135.	<p>Hackney Carriage driver/proprietor Resident of North Northamptonshire</p>		<p>"1. Knowledge Test - if you fail 3 times you've lost your badge. It's an impossible test to pass. We couldn't possibly learn all the areas of NN need to have a proper geographical knowledge of the area. Knowledge of London is 113sq miles and it takes 4 years to learn how are we supposed to learn an area 382sq miles. New applicants will go for the easier PHV test. If you have no</p>			<p>1. Area test discussed previously.</p> <p>2. if the adoption of one zone is agreed then the testing regime will be reviewed accordingly.</p> <p>3. previously discussed.</p> <p>4. Previously discussed. All Taxis are readily identifiable by their roof lights whatever type of vehicle they may be.</p>

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			<p>new drivers replacing the old, the trade dies. Solution = Keep existing zones.</p> <p>2. Penalty Points - With the potential for zones to be open, we could work in other areas without a test until we reapply for our licence. Even though we have no knowledge of those areas. Should we take a fare outside of our regular zones and take the customer the wrong way, by using Sat Nav as a guide, we could get 6 penalty points "The driver of a hackney carriage failing to take the shortest route to any destination unless given other</p>			<p>Final paragraph – there are 218 hackney carriages licensed in North Northamptonshire.</p>
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			<p>directions by the hirer". If we hit 12 points we are put in front of the Licensing Committee and could potentially lose our badge. Solution = Keep existing zones.</p> <p>3. Wheelchair Accessible Vehicles (WAV) - Whilst Hackney's in Corby and Kettering are WAV, those in East Northants and Wellingborough are saloon cars. These will be able to work the ranks in Corby and Kettering. Should a saloon car be sat at a rank in Corby how is a wheelchair user supposed to get in. Not only this but</p>			
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			<p>customers are going to get confused about what vehicle they can safely hail. If saloon cars are now taxis, what's to stop a young woman who's had too much to drink flagging down the wrong vehicle and getting in an unlicensed vehicle. East Northants and Wellingborough have "Grandfather Rights" for 5 years. After that they must have a WAV. Solution = Keep existing zones.</p> <p>4. Can get a fare back to area - They keep saying that if we get a pick up from Corby going to Wellingborough, we can wait on a</p>			
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			<p>rank to get a fare back to Corby. This does not and WILL NOT EVER HAPPEN. We have more chance of winning the lottery. As previously stated, we don't know the area, therefore our 1st concern is lost time. As we don't know the area it will take us longer to find fares. This drastically reduces our earning potential. It's much better to return to your area. The so called saving on fuel is nothing compared to the loss of 1 hours income waiting for fares in a different zone you are unfamiliar with and we could potentially lose our</p>			
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			<p>badge. (See point 2). Solution = Keep existing zones." "I suspect the council hasn't had much of a response from this ""consultation"" due to the fact you don't listen to the trade or its customers.</p> <p>Every consultation this council has done, they have went against public opinion and did exactly what the council wanted to do.</p> <p>Already owners are faced with going into huge financial debt or going out of business due to the new policy but you refuse to listen. When the</p>			
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			<p>trade spoke with officers about this the reply from the Licensing Manager Russell Howell was ""if you can't afford a new Hackney cab, get a Private Hire"".</p> <p>We've had a huge reduction of drivers taking a knowledge test and this is having an impact to the public with available taxis at night. This also has a knock on effect to local pubs/restaurant's as it's putting off customers going out for the fear of not being able to get home. Not to mention the increase in crime/violence due to cabs not being available to</p>			
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			<p>disperse crowds of young adults in the early hours of the morning.</p> <p>The Hackney trade is on the brink of collapse and we're asking the council to listen to us and help us. Unfortunately, so far you've refused. We're not expecting this to be any different."</p>			
136.	Hackney Carriage driver/proprietor		The proposal would have a really negative attitude to the taxis on all four zones and it would also cause animosity between the different zone drivers			There is no evidence that this would be the case.
137.	Hackney Carriage driver/proprietor		Corby has 114 purpose built wheelchair accessible taxis more per head of			The decision to move to one zone will not require taxis from elsewhere to go to

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			<p>population than London or anywhere else in the United Kingdom add to this more than a hundred private hire vehicles why on earth would the town require taxis from other regions coming into the town prior to Covid we had unmet demand surveys every three years Purpose built taxis are extremely expensive to buy and the second hand vehicles are extremely difficult to obtain due to the fact anyone who has a taxi which was registered before 2010 is keeping hold of it for as long as possible rather than buying</p>			<p>another town. That would only happen if market forces drove it.</p>
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			a new vehicle costing upwards of eighty thousand pounds.			
138.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
139.	Hackney Carriage driver/proprietor Resident of North Northamptonshire		"I don't agree that zones should be merged. There isn't sufficient place in Kettering silver street Taxi rank as customer doesn't come to any other taxi rank and there are always queuing to get a spot to pick a fare if other zones Hackneys are allowed things will get more worse for Kettering drivers. I understand the reason you stated that why zone should be merged. "While the Authority's new policy requires that all new hackney carriages are			There are three ranks in the Kettering night time economy. Concerns about other taxis are referred to above. Vehicle models are policy discussions to be reviewed later this year.

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			<p>wheelchair accessible, this will take time to impact on the whole fleet so, in the meantime, the removal of zones will allow these existing vehicles to operate across the whole Authority area." But if someone needs a wheelchair Hackney vehicle they can always private hire a Hackney vehicle from other zones."</p> <p>The business is already low because of cost of living crisis the vehicle requirements for the new Hackney carriage isn't affordable for most of the driver as it costs around 50K. This will cause disappearing of the</p>			
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			Hackney carriage in the future. In West Northamptonshire the Hackney carriage vehicle is allowed to have wheelchair access from the rear and those vehicles are affordable and more economical to run the business please consider to allow those types of vehicles in North Northamptonshire.			
140.	Hackney Carriage driver/proprietor		There will be no positive impact. I strongly disagree with the zones merging, there is already hardly any space on the Horsemarket rank for Hackney carriages that are Kettering based. I say Horsemarket as that's where all the customers wait. They don't go			As above.

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			<p>to any other rank. Business isn't great anyway for us Kettering drivers, imagine Hackney's coming from other zones. It will be hard to earn anything.</p>			
141.	Hackney Carriage driver/proprietor		<p>After speaking with the other drivers and seeing the state of the town centre there will be NO positive impact. There's absolutely no space on the rank. There may be a lot of conflict between drivers from all zones. Earning money is hard enough with the many Hackney carriages there already is, if other Hackney's come Kettering we can forget about Earning anything.</p>			As above

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142.	Hackney Carriage driver/proprietor		Corby has 114 wheelchair accessible taxis the most per head of population in the United Kingdom including London add to that over 100 private hire vehicles I don't believe that there is a need for taxis from other areas to ply for hire in the Corby area The cost of purpose built taxis has exculpated in the past 6 years therefore creating a dramatic shortage of used taxis available for sale forcing the value of up to such an extent that a 3 year old Mercedes vito costs more than it cost new with a 3 year warranty			Responded to above.
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143.	Hackney Carriage driver/proprietor			Agree		No comment
144.	Hackney Carriage driver/proprietor	Cut the dead mileage down for Hackney's being able to sit in all zones				No comment
145.	Hackney Carriage driver/proprietor	This will cut dead mileage down for Hackney's being able to sit on all ranks has you can wait from job to job				No comment
146.	Hackney Carriage driver/proprietor		It is not good for population and owner of it is one big area. It makes it harder for everyone's life.			No comment
147.	Hackney Carriage driver/proprietor		I feel that this proposal would be of no benefit to either proprietors, drivers or the local residents if it were to be implemented. The system as it is has worked very well for more time than i care to			No comment

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			remember, i have had a hackney carriage badge since 1987. With fuel costs why on earth would i want to travel out of town to look for work when there is plenty of work in Corby. At the moment the public feel confident in the knowledge that a hackney carriage is quite obviously a taxi, they therefore feel safe, especially older people and younger people out at the weekend			
148.	Resident of North Northamptonshire		We are more than happy with the service provided by our Corby taxi drivers and have been for many years. We dont see any benefit to changing things to either the public or			No comment

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			<p>the taxi drivers. You seem intent on making life so difficult for taxi drivers who we rely on greatly as our bus service is a disgrace</p>			
149.	Hackney Carriage driver/proprietor		<p>A taxi driver needs an intimate knowledge of the area they are working including historic names and local slang terms for buildings and streets. If this area suddenly becomes 5 times larger then that expertise will be lost.</p>			Addressed above.
150.	Hackney Carriage driver/proprietor		<p>It would cause complete chaos in the rank in Corby, as currently sky cabs has the biggest fleet of hackneys in Corby and they charge different prices than the council tariff. This would</p>			Addressed above.

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			<p>cause confusion, anger and resentment towards drivers of different prices were being charged for the same journeys... Also local knowledge is of utmost importance!! Yes sat nav's can be used but not everywhere shows up.. customers can already be funny and rude and even violent if drunk when we clarify or ask directions to an address already, this would antagonise them more, leading to difficult situation</p>			
151.	Hackney Carriage driver/proprietor			Strongly agree		No comment
152.	Hackney Carriage driver/proprietor		You can not remove zones whilst operating a taxi policy that			Addressed above and policy issues to be deal with in separate review.

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			<p>allows purpose built Hackney carriages to sit on ranks that also allows saloon to sit on, the policy is not workable. This will cause chaos on the ranks, also hackneys from other towns will not have the local knowledge so causing conflict and the potential for confrontation putting the drivers in danger. Until you have sorted the errors in the taxi operating policy and made it a level playing field for all Hackney carriage operators from all the zones to work from then removing zones is a disaster for the trade. The policy is not fair and the expectancy for</p>			
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			operators to pay £75k for vehicles is putting operators out of business and killing the trade, which is also putting the public at risk when trying to get home late at night with fewer vehicles operating.			
153.	Hackney Carriage driver/proprietor		We don't want de zone which is not gonna benefit public and drivers .if this doesn't benefit Council shouldn't de zone.and it will make worse transport services in local. Because local people depending on taxi service. Bus service is no sufficient			No comment
154.	Member of a charitable organisation			No answers		No comment
155.	Hackney Carriage driver/proprietor			No answers		No comment

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156.	Hackney Carriage driver/proprietor Private Hire driver/operator			No answers		No comment
157.	Hackney Carriage driver/proprietor			No answers		No comment
158.	No answer			No answers		No comment
159.	Hackney Carriage driver/proprietor			No answers		No comment
160.	Resident of North Northamptonshire			Strongly disagree		No comment
161.	Resident of North Northamptonshire			No answers		No comment
162.	Resident of North Northamptonshire			No answers		No comment
163.	Hackney Carriage driver/proprietor			No answers		No comment
164.	No answer			No answers		No comment
165.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
166.	Hackney Carriage driver/proprietor			No answers		No comment
167.	Hackney Carriage driver/proprietor Resident of North Northamptonshire Local business			Strongly disagree		No comment

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168.	No answer			No answers		No comment
169.	No answer			No answers		No comment
170.	Hackney Carriage driver/proprietor			No answers		No comment
171.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
172.	Resident of North Northamptonshire			No answers		No comment
173.	Town and Parish Councillor			Disagree		No comment
174.	Resident of North Northamptonshire			No answers		No comment
175.	Resident of North Northamptonshire			No answers		No comment
176.	Town Council			No answers		No comment
177.	North Northamptonshire Councillor			No answers		No comment
178.	Resident of North Northamptonshire			No answers		No comment
179.	Resident of North Northamptonshire		It would mean more price rises			Moving to one zone will have no impact on fares
180.	Resident of North Northamptonshire		.	No answers		No comment
181.	No answer			No answers		No comment

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182.	Hackney Carriage driver/proprietor			No answers		No comment
183.	No answer			No answers		No comment
184.	HC driver in another area			Neither agree or disagree		No comment
185.	Resident of North Northamptonshire			No answers		No comment
186.	Resident of North Northamptonshire			No answers		No comment
187.	No answer			No answers		No comment
188.	Resident of North Northamptonshire			Strongly disagree		No comment
189.	Resident of North Northamptonshire			No answers		No comment
190.	Resident of North Northamptonshire			Strongly disagree		No comment
191.	Resident of North Northamptonshire			No answers		No comment
192.	Resident of North Northamptonshire			No answers		No comment
193.	Resident of North Northamptonshire			No answers		No comment

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194.	Resident of North Northamptonshire			No answers		No comment
195.	National association			No answers		No comment
196.	Resident of North Northamptonshire			No answers		No comment
197.	Hackney Carriage driver/proprietor			No answers		No comment
198.	Hackney Carriage driver/proprietor			Agree		No comment
199.	Resident of North Northamptonshire			Strongly agree		No comment
200.	Private Hire driver/operator			No answers		No comment
201.	Hackney Carriage driver/proprietor			No answers		No comment
202.	Hackney Carriage driver/proprietor Resident of North Northamptonshire			No answers		No comment
203.	Hackney Carriage driver/proprietor			No answers		No comment
204.	Hackney Carriage driver/proprietor			No answers		No comment
205.	Hackney Carriage driver/proprietor			No answers		No comment
206.	Hackney Carriage driver/proprietor			No answers		No comment

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207.	Resident of North Northamptonshire	residents will be able to travel between zoned areas without needing to understand the differences between the arears				No comment
208.	Resident of North Northamptonshire			No answers		No comment
209.	Resident of North Northamptonshire			Agree		No comment
210.	Resident of North Northamptonshire			Strongly disagree		No comment
211.	Hackney Carriage driver/proprietor Private Hire driver/operator Resident of North Northamptonshire Local business			No answers		No comment
212.	Hackney Carriage driver/proprietor Resident of North Northamptonshire			No answers		No comment

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213.	Hackney Carriage driver/proprietor			No answers		No comment
214.	Hackney Carriage driver/proprietor			No answers		No comment
215.	Hackney Carriage driver/proprietor			No answers		No comment
216.	Hackney Carriage driver/proprietor			No answers		No comment
217.	Hackney Carriage driver/proprietor			No answers		No comment
218.	Hackney Carriage driver/proprietor			No answers		No comment
219.	Hackney Carriage driver/proprietor		"our fares are lower then others and it would efect and confuse the customers and drivers"			North Northamptonshire Council has agreed maximum fare tariffs. The licence holder determines the fare they wish to charge.
220.	Hackney Carriage driver/proprietor			No answers		No comment
221.	Hackney Carriage driver/proprietor			No answers		No comment

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Item No.	Consultation Response	Officer Response
1	<p>Each zone should remain separate, as each zone has its own needs. Corby has always had a dependency on taxis. Due to this, fares have always been reasonable. If you lump them together, the Council will go with the highest rate zone, leaving the other zones to match that fare rate, thus leaving taxi users to find extra money for fares, which at this moment of rising prices across the board, is another kick in the teeth for the people</p>	<p>The same maximum fare tariff is already set in each of the 4 zones. This is a legal maximum not a set fare and hackney carriage proprietors / drivers may agree with their passengers prior to the commencement of a journey to apply a lesser fare. Beyond setting the maximum fare tariff, it is not for the Authority to determine the fares to be charged.</p>
2	<p>Our only worry is for the learning of the knowledge to get a Hackney License. Will candidates need to learn every street and road within all 4 Zones as at present the knowledge test is only needed for the zone that we are currently licensed to ?</p>	<p>If one hackney carriage zone is agreed then a new knowledge test will be required for that zone. The Authority will look to the guidance of the Department for Transport and other similar authorities in determining what form that test should take. Any test will have supporting information available beforehand indicating the level and type of knowledge that is to be expected.</p>
3	<p>Regarding the consultation of hackney carriage zones, I would strongly propose that we keep the zones the way they currently are. The concerns are the following;</p> <p style="padding-left: 40px;">If current drivers are to operate in new areas, I assume there will be additional requirements such as; a new knowledge test of an unfamiliar area. Whereby this would be difficult and unfair for current drivers as we do not operate in these zones. This will put our jobs and livelihood in jeopardy, potentially losing our badges.</p> <p>These are serious concerns for feeding our families and paying our mortgages</p>	<p>Please see response to 2 above</p>

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4	<p>I disagree with the removal of Hackney Zones. These are the following reasons:</p> <ol style="list-style-type: none">1. OVER CROWDING in one area with hackney carriage's will cause lack of service in other areas.2. SAFETY OF DRIVER certain areas charge under the Hackney tariff so if one of the drivers from other areas goes to that zone and charges metered fare they could get attacked by members of the public and accused of overcharging. (IE Corby).3. INCOME if the zones are removed drivers in certain areas would have to work extra hours to make same income as more drivers over populated in one area. Other areas will lack service as no taxis.4. KNOWLEDGE TEST drivers that are already licenced should not be put through the test. All new applicants should be required to do the test. This should be part of the consultation as it plays a big part in the process. THE SAFEGUARDING TRAINING SHOULD BE DONE WITH IMMEDIATE EFFECT TO PROTECT DRIVERS AND VUNRERBLE PASSENGERS WE SHOULD NOT WAIT UNTIL RENEWAL AS SAFEGUARDING IS A DAY TO DAY PRACTICE IN THE TRADE5. GRANDFATHER RIGHTS the policy states that we have 5 years from 01/04/2023 existing Hackney Vehicle Licences, as half of our fleet are saloon hackney carriages this would put financial burden on the company as feel the drivers on renewal would just opt for private hire licence. 18 vehicles to replace as would become unusable would cost my company nearly £400.000 to replace the fleet. The general public suffer as no longer have the ability to hail taxis. The most logical thing to do is give licenced drivers grandfather rights on Badge Licences to run alongside the 5 year policy.	<ol style="list-style-type: none">1. It is unclear where the issue of overcrowding might arise. If this relates to hackney carriages descending on what are thought to be "hot spots" for customers then it will soon become clear what business is actually available. It is anticipated that if the decision to move to one zone is taken, then there will be a period of settling down while those businesses that wish to look to grow their business elsewhere test the water to see what is available.2. See 1 Above.3. The market will need to adjust to the new area.4. See 2 above5. The 5 year grandfather rights period was introduced with the new policy to allow businesses to plan and start to replace vehicles which did not meet that policy and to improve emission standards as quickly as possible. While the hailing of taxis is one of the legal rights that only a hackney carriage has, the practice is infrequent these days with most customers using ranks or booking.
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5	<p>As a Hackney Taxi Owner/Driver for some 25 Years i have seen many changes ,Some positives and many negatives of recent times, However on this occasion this is Beyond a Step to Far,The Knowledge and Complications off a 382 mile radius is quite simply more than crazy It would not be cost effective or enviromently friendly to operate or run a business in this manner and lead to Public Confusion , For example(Saloon Hackneys on Corby Ranks that cant take Wheelchairs) !!!! It seems to me that Whoever is driving/recomending this policy has quite clearly, Beyond a doubt, A total lack of understanding and knowledge off the Trade and most importantly the needs of the Public ! Since the formation of NNC the Hackney Trade has been desimated and seriously destabilised ,With many Drivers/Owners Opting to depart the Business as a result of additional soaring costs and more regulations and costly courses.(Look at the Data on Drivers leaving over that last 3 years) I would also ask if an impact study has been done regards this recomendation ? I would strongly urge the executive committee/ elected members on this occasion to please listen to the Trade and the Public of whom we all serve , But i fear my concerns will not be brought to your attention when you meet in due course.</p>	<p>See 2 above</p> <p>No impact survey has been undertaken</p>
6	Hi I'm against the remove off the zone thanks.	No comment
7	Hi! I dont agree with that removal zone at all.thanks	No comment
8	I disagree with the removal of hackney carriage zones	No comment
9	Hi We want the zone to stay the same. Thanks	No comment
10	<p>I don't think it is a good idea I am quite happy working as I am I have been. a taxi proprietor for nearly 28 years and don't think all these changes you are making are an imprimovement to the profession the opposite you are discouraging people comming in to the trade Corby is a taxi town has been for 60 years and the people of Corby are happy the way it is as for the 4 years or under vehicle you can only buy it is crazy.</p>	No comment

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11	<p>The objections of the trade from Corby Hackney owners association has been made quite clear to yourselves! It is not in the consumer's interest in Corby or any other zone to allow drivers and vehicles to be of a lower standard than what is being used today. Simply put you will be allowing saloon cars to ply for trade at ranks and on the street that has always been done by purpose built or converted vehicles driven by licence holders who know where they are going! It is quite ridiculous to use a false premise that drivers should stay in the location that they drop to achieve a return fare.</p>	<p>The Council's policy is that all hackney carriages will be wheelchair accessible. When the policy was introduced it was agreed that grandfather rights would permit existing vehicles which are not wheelchair accessible to continue to operate for a period of time. The Hackney Carriage and Private Hire Vehicle policy is to be reviewed within the next 12 months and the Authority may wish to review this position.</p>
12	<p>I am totally against proposed de zoning consultations.</p>	<p>No comment</p>
13	<p>I disagree with the dezoning proposals. The reason being that you will have taxis from the other towns taking spaces on the taxi rank. Which will cause bad feelings with drivers in the towns that they operate from. There are numerous other reasons that would cause arguments and disagreements between drivers.</p>	<p>If the decision is taken to introduce one zone then any licensed hackney carriage driver will have the legal right to go to any rank in the district. Any evidence of drivers behaving inappropriately as a result of the decision will be dealt with under the policy.</p>
14	<p>As a hackney carriage proprietor plate hc [REDACTED] being a driver since mid eighties and now hearing 61 tears of age im winding down and having to learn the expanding streets of corby is enough for my forgetful in age brain also having a disability I understand the need for wheelchair accessible vehicles but corby in general have always had a fleet of now 114 wheelchair vehicles it's the price of obtaining a hackney drivers licence that needs addressed as there is very few new drivers .this policy has already caused a lot of my fellow licences holders to not renew because of this me proposal don't try and fix what isn't broke corby ran well before this merge of councils.</p>	<p>Licence fees related to hackney carriages and private hire vehicles are costed to provide a cost neutral service. Work is currently under way to ensure that new fees and charges properly reflect the North Northamptonshire Council licensed vehicle service costs. It is understood that cost of living pressures are a significant factor in determining choices.</p>
15	<p>I feel the zones should be kept as they are as being a driver in Corby for over 27 years I'm still learning some of the new streets now. If someone from another zone was to start picking up then the customer will be getting charged a lot more for the fare for the simple fact that they won't</p>	<p>See 2 above. The comment "I'm still learning some of the new streets now" is an indicator that the</p>

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	know where they'll be going. This will be the same if I was to pick up in a different area.I hope you'll consider this when making your decision	approach to the knowledge test is in need of review.
16	Hi,I am a cab owner and driver and I am totally against dezoning and I consurned about the effects on which it will have on my and all our community of taxi drivers.	No comment
17	I don't agree with dezoning. I think in my opinion if council will combined the zone there will be few problems. it will be very difficult for local taxi drivers to work specially in kettering on the rank. Main Rank we can park only 4 taxis. Basic knowledge of the area.to learn the roads in new area would be challenge.	There are currently 7 rank spaces in Silver Street/ Dalkeith Place Kettering for daytime use with an additional 10 spaces on the Horsemarket to service the night time economy. See 2 above with regards to knowledge tests
18	Hi I'm against the remove of the zones thanks	No comment
19	I am in the favour to remove zone Reason 1st customer have more easy excces to transport 2nd more compatatibe price 3rd and most important envourment frendly less dead milage and less emmission	No comment - supporting one zone
20	Disagree.	No comment
21	In response to your previous email I am getting back to you on the topic by disagreeing.	No comment
22	I Mr [REDACTED] licenced Hackney driver in Corby have many concerns about the rezoning rule implementation. I would like to know how the pricing structures will continue, trading with in sky cabs. Does this mean that our prices will have to fall in line with the rest of Northamptonshire. Thus rendering our trade in corby at great risk of collapse. Many people in the town are on minimum wage or universal credit so any price increase represents a major threat to our business. It is unclear as far as I can see what will happen to the knowledge test, will any future test mean I have to have street knowledge for the whole of NNC. In summary looking at all the rule changes I find it hard to see how NNC will enforce all rule changes on all vehicles.	See 1 & 2 above

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<p>23</p>	<p>1. It will negatively affect the business of drivers in Corby. Corby drivers are not interested in going out to other zones to work and want to stay in Corby and drive loyal customers.</p> <p>2. Local customers want local drivers. We have established great relationships with our customers over the years and we have a very good reputation. Drivers from other zones won't have the same relationships and I am worried about them damaging our perception with locals.</p> <p>3. The argument for customers not being able to flag down a driver from another zone isn't relevant - in my experience of driving cabs for 16 years, when I have been in another zone, I have never had someone flag me down. We typically go in other zones when there are plenty of taxis on the road (such as for peak time account runs), so it doesn't give customers more options.</p> <p>4. They don't know our roads just as much as we don't know theirs. Driving taxis is about knowledge of the roads and the shortest route, especially when there are issues on the roads like roadworks or crashes. Also, customers often specify the route they want to take to their destination during the journey. How is a driver not from our zone able to react to dynamic changes. This is equally applicable to me driving in another zone.</p> <p>5. We have an extensive test and licensing process in Corby which takes time to learn the roads. How can I be expected to learn and pass tests for all roads across an additional 3 zones whilst trying to maintain my knowledge of Corby. I am approaching my 60s and it isn't easy to keep up with the new roads in Corby, nevermind to have to learn all other zones. This will also make the licensing and testing process more complicated and will add further costs to us as drivers</p>	<p>With regards to knowledge tests, see 2 above. With reference to the loyal customers comments, it is difficult to see the relevance to hackney carriage work. Hackney carriages working ranks pick up the next customer in line and they may or may not know them. Any driver is expected to be professional and provide good customer service.</p>
<p>24</p>	<p>I would formally like to raise my objections with regards to North Northamptonshire removing the current licensing zones.</p> <p>I am currently, and have been a Hackney Carriage operator for 36 years within the wellingborough area and if fact my family have served the local</p>	<p>The Authority has introduced the new North Northamptonshire Council Hackney Carriage and Private Hire Vehicle Policy to standardise requirements across the trade. There is a</p>

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<p>Wellingborough area prior to, and during, the initial launch of the Hackney Carriage licensing within the borough, many many years ago. Over the years Wellingborough has implemented some of the highest standards with regards to vehicle, age, condition and even the colour. As a result of this Wellingborough has has some of the most distinguished taxis in the country (yellow) and more specifically a certain shade of yellow, thus ensuring that they are easily identified by members of the public. Although this has added additional cost to the operators it has given the public and more importantly the old, young and vulnerable people the ability to feel safe knowing that the car they are entering is in fact a local taxi.</p> <p>In addition to this Wellingborough has also had some of the most stringent rules with regards to the age, specification and condition of vehicles and when you compare to its nearest Zone (East Northants). As a result of this Wellingborough operators have been forced to invest thousands of pounds when purchasing new vehicles to meet the age limit, standards and colour requirements (respray for licensing). As the standards within Wellingborough have enforced and maintained for so long I cannot understand why council are prepared to lower these the standards to allow operators from other zones, with much lower standards or vehicle requirements to operate with Wellingborough creating confusion and risk to the public..</p> <p>Whilst the current Hackney carriages standards (colour) allow the public to identify licenced vehicles correctly eliminating the current zones would leave the public at risk of getting into an unlicensed or private hire vehicles without the knowledge of such.</p> <p>Over the years Wellingborough has had, and still has, issues with private hire vehicles illegally plying for hire putting the public at risk. This has been ongoing and has never been managed by the licensing authority, to allow the de-zoning of the hackney carriages will create further confusion and risk to the public not knowing what vehicles are licensed to convey</p>	<p>window where there are still differences but this will be closed in time.</p> <p>All drivers are expected to be at the same level.</p> <p>No driver loses their licence for failing a test. The option to re-sit is available.</p>
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passangers. Please remember they have had and been familiar with Yellow saloons or Black taxis that were introduced 24 years ago.

In addition to the above concens i would also like to bring to your attention the financial implications of this. Approximately 10 months ago i replaced my vehicle and to meet the current standards. During this process i sent various emails and pictures of the vehicle to the council to ensure that it met the strict standards. The pictures that were sent of the vehicle were to show what i would have classed as tinted windows in the rear. The response i had was that i would have to purchase the vehicle and hope that it met the required standards but there was no guarantee. As this was high risk i was forced to look for another vehicle that required me to invest over £20,000 to do so, yet the licensing authority in East Northants were accepting vehicles of a much lower standard that could be purchased for less than £5,000....How on earth can this be considered as fair competition.

If the zones are to be removed and the standards currentlty operating in Wellingborough reduced by allowing vehicles with a much lower standard and age of vehicle to operate, (previously licensed within East Northants) are the council going to compensate current operators that have inversted thousands ?

Whilst i understand that standards and requirements change, logic has to be applied. If the council propose to eliminate the zones wouldn't this be prudent to do so when the same standard and vehicle requirements actually comes into force. i.e the current proposal of electric hackney carriiage taxis.

There have been Further finacial impacts as a result of the enforced price increase, that resulted in Hackney Carriages losing out of town

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	<p>work into other zones due to the high fares and has pushed this work to private hire vehicles.</p> <p>I would also like to raise my concerns with the requirements enforced for current drivers to complete the new tests</p> <p>As an example: I have been driving a licensed hackney carriage vehicle in the borough since 1988 and whilst doing so am proud to say that i have never has a complaint made against me in person or to the council in relation to my driving standards, my level of English and maths, routes taken or conduct, yet if i make a mistake on one of these tests i would be forced out of work with costs for the vehicle still required....can this really be considered as fair? Would you consider it reasonable to take away someones livelihood because they made a mistake on a test even though they had been doing the job for 36 years without complaint.? To compound this even further the council has introduced these new test to existing drivers, how on earth can this be considered a required standard where a driver can continue to be a fit and proper person to hold a hackney carriage license for the remainder of his licence period (potentailly three years) but when renewing might fail a tests that could result in his license not being renewed. Do you sit tests to keep your job ???. I totally accept and support high standards, and agree that new drivers should complete these tests but i cannot understand or support this for current drivers unless complaints have been received. However, I would suggest where complaints have been received, the driver should be interviewed and if the driver found to be at fault the relevant applied.</p> <p>I hope you can consider my comments and continue to support the individual licencing across the four zones. I would appreciate your consideration to the fairness of testing for current drivers.</p>	
25	<p>Hi I would like to put my views across for the removal of Hackney zones. Just in case my last one was "lost"</p>	<p>Many of the points raised here have been addressed above. The reference to the</p>

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<ul style="list-style-type: none"> • what % of drivers from each zone do you propose will enter the other zones for work • is this free run or by way of having a job...Cross borders if you will • how was this data collected • can this data be made available to scrutinise • from what can be estimated via group chats and social media. The cross will happen if any between Wellingborough and Rushden; then Kettering and corby. Anything else the distance to too great, just to drive to the other zone. Which will mean in 4 years Wellingborough and Rushden will not have any hackney's as everybody is committed not to change to WCV • what will be done in ways of enforcement for when drivers take issue with other drivers being on the rank <p>• knowledge test across the 4 zones. With technology is this needed if de-zoned. The test is costly and out dated. With needing to know 382 sq miles. London covers 6 sq miles Councils such as below have done or are doing away with it</p> <ul style="list-style-type: none"> • bury • Plymouth • TFL considering <p>• what lessons are being learnt from the judicial review happening Currently in North Yorkshire</p> <ul style="list-style-type: none"> • what guarantees will we be offered that we will not be breaking the law <ul style="list-style-type: none"> • safety - the taxi licence main purpose is to maintain public safety. This will not make a difference either way, so why implement <p>As a side issue. I have floated an idea which seems to be gaining pace....if the council would agree to having a mixed fleet. Wellingborough and Rushden would support the changes. With Kettering not really voicing an opinion. That would only leave corby in disagreement.</p>	<p>Judicial Review of North Yorkshire Council who have gone through the removal of zones relates to alleged errors in process.</p>
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26	Does this mean taxis from other areas can work from Kettering Taxi ranks. If so the zones shouldn't be removed as it is already difficult to get on the Taxi ranks in Kettering at the weekends.	No comment
27	I have been a Hackney carriage operator in Corby since 2007. In that time I have also represented the Taxi owners and drivers in dialogue and opinion with the then Town Council. These meetings were in my opinion the best way of inclusion on decision making and real life scenarios that would occur within the trade. Since the new Licensing Authority has come into place there has no longer any dialogue, or the dialogue that has taken place has been unprofessionally not minuted which is inept to say the least. The zones should remain as they are. The public deserve the best possible service and by maintaining the zones the public will be served. The councillors should take note of this. In one of the Licensing committee meeting's I attended it was put to the councillors that if I were to take a fare to Wellingborough and there was somebody waiting on a rank for a taxi I would have to drive straight back to Corby as I was not permitted to ply for hire in another Zone. Which I and all the other Hackney drivers throughout the Zones are aware of, what was disappointing was that the councillors sold it to one another that the person on the rank wanted to go to Corby and the poor Corby taxi driver couldn't take the fare. It was absolutely ridiculous coming out with a 1 in 100 million chance of that ever happening it put a slant on the whole case or biased leaning towards what they want Which is de zoning. I'm going to fight this all the way.	No comment
28	Good morning I am totally against proposed deboning as it will highly effect my business which I have worked hard to build for 19yrs	No comment
29	Good evening I'm writing this email about the the proposed Hackney carriage zone change. I don't believe it's fair on us as a Hackney driver having already done all the tests. To pass also the new driving and wheelchair tests. Just for us to be told we need to do a new test for all of North Northamptonshire. I only want to be able to pick up in the kettering zones as this is my where I live.	See 2 above

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30	I am against the dezoning.	No comment
31	I think it's better if the zone restrictions finished many thanks	NO Comment - supporting one zone.
32	Hi I strongly oppose to this as this will make nearly impossible for any driver to pass the Hackney licence and plus the local public will suffer as well as they will not have any Hackney drivers left to serve the public. Thks	No comment
33	I am totally against this , and believe it is a ridiculous idea !	No comment
34	Good morning Taxi licensing Team. I'm against the removing of zone. Regards	No comment
35	Note this response follows the format of the consultation on the website) 1 In what capacity are you responding to this survey? Hackney Carriage driver/proprietor, Resident of North Northamptonshire Other: The proposal 2 To what extent do you agree or disagree with the proposal to remove the zones? Strongly disagree 3 If you think the proposal would have a positive impact, then please tell us why here: Positive impacts: 4 If you think the proposal would have a negative impact, please tell us why, along with any suggestions on how any potential negative impacts could be reduced or avoided: Negative impacts: I don't agree that zones should be merged. There isn't sufficient place in Kettering silver street Taxi rank as customer doesn't come to any other taxi rank and there are always queuing to get a spot to pick a fare if other zones Hackneys are allowed things will get more worse for Kettering drivers. I understand the reason you stated that why zone should be merged.	No comment to much of what has been said here. With regards to rear wheelchair access on hackney carriages, this was never considered as sufficient access to the rear of a hackney carriage when queueing on a rank would not be possible and the customer is most likely to have to go down and up kerbs and be in the highway for access to and egress from the vehicle.

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<p>“While the Authority’s new policy requires that all new hackney carriages are wheelchair accessible, this will take time to impact on the whole fleet so, in the meantime, the removal of zones will allow these existing vehicles to operate across the whole Authority area.” But if someone needs a wheelchair Hackney vehicle they can always private hire a Hackney vehicle from other zones.</p> <p>5 If there is anything else that you would like to tell us that you have not already told us, you can do so here: any other comments:</p> <p>The business is already low because of cost of living crisis the vehicle requirements for the new Hackney carriage isn’t affordable for most of the driver as it costs around 50K. This will cause disappearing of the Hackney carriage in the future. In West Northamptonshire the Hackney carriage vehicle is allowed to have wheelchair access from the rear and those vehicles are affordable and more economical to run the business please consider to allow those types of vehicles in North Northamptonshire. Thanks</p>	
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