

Appendix G6

From: [REDACTED] <[REDACTED]@denningssolicitors.co.uk>
Sent: 24 July 2022 23:28
To: KBC Taxi Licensing <taxilicensing.kbc@northnorthants.gov.uk>
Cc: Russell Howell <Russell.Howell@NorthNorthants.gov.uk>
Subject: Hackney Carriage Fares Review

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Dear Sirs

I have been instructed by those whose names appear in the attachment to this email. Please accept this as a formal response to your letter dated 8th July 2022 to be considered as part of the consultation process? The Initial comment is that if harmonisation is to be attained then it is very important that there are no perceived inconsistencies in the way that licence holders (drivers/vehicle owners/operators are treated). It is vital that all facets of the trade feel that they are treated proportionately and equitably.

Options 3,4 & 5 would mean that “Kettering licence holders” will be in a worse position than the current status quo. This would be grossly unfair particularly given the effects of the recent pandemic on the trade generally and of course the current increase in costs particularly fuel charges. For those reasons what is suggested is unacceptable .

What must be factored into any consideration is the fact that there have been significant differences in the former licensing areas. In the former Kettering area there were “higher” vehicle standards/requirements (in respect of general maintenance and age conditions) as a consequence of deregulation of the number of hackney carriage plates some years ago as compared to (inter alia) Corby. Licence holders have therefore invested in “newer” and therefore “more expensive” vehicles at an increased cost to them. It would be therefore disproportionate for any attempt to harmonise tariffs if it leads to Kettering licence holders being adversely affected and giving them a net position below the current status quo.

At the end of the day of course hackney carriages are not obliged to charge the council set tariff which is simply the upper limit. This should be taken into account and reflected in the proposed options to be considered.

The way your consultation proposal is phrased it is clear that you have not treated drivers/vehicle owners and operators consistently. They have competing interests and all are entitled to equal consideration. For future reference it would be equitable for all licensed drivers, vehicle proprietors and private hire operators to be consulted with regard to licensing charges?

You have asked for alternative reasonable proposals and what is therefore proposed is therefore option 1 be adopted with the caveat that all other zones are allowed to charge up to the current “Kettering” levels depending on the various individual vehicle regulations.

Kindly acknowledge safe receipt of this email?

Yours faithfully

[REDACTED]

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**Director / Senior Partner
Dennings Solicitors**