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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	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

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		to operate where there are not				rather than empty miles.
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		many based - e.g. East Northants.				
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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.		There is no evidence to

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			<p>It will bring so much trouble in 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>			<p>substantiate this claim.</p> <p>Hackney carriage drivers will always pass an area test before being licensed.</p>
5.	Hackney Carriage driver/proprietor			Neither agree or disagree		No comment
6.	Hackney Carriage driver/proprietor			Neither agree or disagree		No comment

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7.	Hackney Carriage driver/proprietor Private Hire driver/operator Local business		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	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	Hackney carriage drivers will always pass an area test before being licensed. Pricing is not affected by this proposal It is our intention to put in place meetings with the North Northamptonshire taxi trade this year.
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			<p>with drivers accusing them of 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.</p>	<p>are government funded. No 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.</p>		
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.

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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 .
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10.	Resident of North Northamptonshire		<p>While it might help your admin it will 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.</p>			<p>There is no evidence to 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.</p>
11.	Resident of North Northamptonshire	One price over the whole of NNC area				<p>There is already one maximum fare applicable to North Northamptonshire</p>

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12.	Resident of North Northamptonshire		It would lead to a significant increase in fares, the only			There is already one maximum fare
			way to reduce this impact is to bring all fares down to the lowest currently charged.			applicable to North Northamptonshire
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

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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.
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18.	Resident of North Northamptonshire	Hackney owners would be able to 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.	Accessibility noncompliant cabs will 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.			The comments in the agreed column 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 nonwheelchair 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

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21.	Member of a charitable organisation		Would this mean that taxis that were ordered for a			No. A flag down can only occur when a vehicle is
			particular journey could be flagged down and then would not arrive at their expected destination			available for hire. If a taxi was booked for a particular journey then it would not be available. An illuminated roof light is an indication that a taxi is available.

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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
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

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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				No comment

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		hackney carriages and that the standards should 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.

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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 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.				One zone would make administration more efficient

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36.	Resident of North Northamptonshire	It will allow all cabs easier access to all the zones, particularly those thst 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 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

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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			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

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			<p>enough now customers thinking your taking them a longer route your 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>our towns and villages with new developments is noted. There are 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</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</p>

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						driver and vehicle were licensed in
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		operate with only one license required. Hopefully this will bring down taxi fares.				more than one of the current zones, the saving may not affect fare rates.
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43.	Hackney Carriage driver/proprietor		<p>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</p>			<p>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.</p>
44.			<p>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</p>			<p>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</p>

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			<p>those proprietors if you make it the one zone it would be very damaging 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 style="text-align: right;">Corby</p> <p>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>charged. The Authority cannot control a competitive 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>
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45.	Hackney Carriage driver/proprietor		I think as an environmentalist, that vehicles traveling far and wide into different areas of the county			A hackney carriage is not being asked to make any journey if one zone is implemented that it
			would have an adverse effect on air pollution, I'm am surprised that 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.			wouldn't already do. At this time if a hackney carriage 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.

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46.			Some towns very close eachother that time can work but all 3 town seprate and far i dont think so kettering taxis or wellingborough taxls coming to			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
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			<p>corby for work or i never go to kettering for work i dont know the 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 tousand pound taxi nobody thinking taxi drivers in council, sitting on table and decided 4 years old. Never think how they earning money</p>			<p>ranks in North Northamptonshire.</p> <p>The second comment is not relevant to this consultation but is a policy matter which will be reviewed this year.</p>
47.	Hackney Carriage driver/proprietor		<p>No because it does,t make sense to to have one zone and drive long distances.thanks</p>			<p>See comments above.</p>
48.	Resident of North Northamptonshire	It will be fairer for all of the North				<p>No comment</p>

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		<p>Northamptonshire residents to have just one zone, presumably with 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</p>				
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		London - then frankly they				
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		shouldn't be in the job. It is a shame that we (especially in Corby) are landed with some of the least intellectually qualified (to state that in a Politically Correct way!!) in the UK				
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49.	Resident of North Northamptonshire		<p>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.</p>			<p>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?</p>
						<p>The area test issue is addressed above.</p>

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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,				One zone would make administration more efficient

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		and brings in a uniform set of byelaws for all four 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 bith 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.

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55.	Resident of North Northamptonshire		<p>My comments refer to mainly Corby. 1. You will lose the 'local' in 'Local Taxi Service'.</p> <p>2. London Type Taxi's have ease of access for the</p>			<p>Comment 1. There is no evidence to indicate or reason to suspect that a move to one zone would have the impact described.</p>
			<p>disabled and for shopping trips. 3. London Type Taxi's are easily identified for flagging down. 4. London Type Taxi's make it easier to identify rogue taxi owners using their own cars, without insurance, on the streets"</p>			<p>Comments 2 & 3 are statements requiring no response. 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>

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56.	Resident of North Northamptonshire		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			See comments above
			best for us and do whatever you like because thats all the majority of nnc do			

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<p>57.</p>	<p>Resident of North Northamptonshire</p>	<p>One common taxi regime across 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 clear for residents on what is a hackney carriage</p>	<p>Costs / fares that will increase. The amount of knowledge needed by drivers. Perhaps have a base location for the cab which requires the current knowledge and then a basic knowledge test for other areas in the council they do not frequent as often. Need to ensure that all Hackney Carriages are required to meet the highest standards of the combined area eg they should all be black cabs for example.</p>			<p>One zone would make administration more efficient</p> <p>Some comments relate to policy requirements which are already in place and being implemented in line with the grandfather rights condition.</p> <p>Area test comments are addressed above.</p>
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58.	Resident of North Northamptonshire		<p>Local drivers know their own areas....i have used cabs 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>Points raised are not relevant to dezoning. A decision 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</p>			<p>Area test requirements are addressed above.</p>

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			people for a change.			
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

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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 review of historic arrangements

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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			The area test is addressed above. Wheelchair accessible vehicles are a policy requirement for hackney carriages. There is no evidence to support claims of

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			<p>unnecessary 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</p>			<p>unlicensed drivers in hackney carriages.</p>
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			don't have the proper licence. A			
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			poor proposal.			
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

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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			This response does not appear to relate to this consultation or the
			the customer would have gave 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 expecets you to earn			role of a hackney carriage.

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71.	Hackney Carriage driver/proprietor		<p>It would not benefit anyone and how would you police it and what happens to drivers that are already licensed?</p> <p style="text-align: right;">Corby</p> <p>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</p>			<p>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.</p>
72.	Resident of North Northamptonshire		The area drivers are required to			The area test is addressed above.

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			know is plainly ridiculous and as a 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.			There are no negative changes 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

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76.	Private Hire driver/operator Resident of North Northamptonshire		<p>There are already too many rogue drivers on the 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</p>			<p>There is no evidence to substantiate these 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.</p>
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			is just asking for even more rogue drivers. I 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.

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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			<p>The area test has not been designed yet .</p> <p>It is assumed that the reference to saloon cars relates to private hire vehicles, or hackney carriage vehicles with grandfather rights.</p>
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			<p>abuse by rogue drivers. Corby cabs serve the 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>It is illegal for private hire vehicle 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>
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79.	Hackney Carriage driver/proprietor		Open to abuse by rouge drivers			No justification to this comment.
			Will have a major impact on the livelihood of Corby tax drivers The 382 square mile knowledge test is ridiculous			Area test is addressed above.
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.

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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 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			In the event of one zone being adopted, the market would determine who wished to work where. There is no evidence to suggest that chaos would ensue if this decision was taken. Area test is addressed above.

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86.	Hackney Carriage driver/proprietor		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. New law regarding the age			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. Age restrictions on licensed vehicles are policy matters
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			<p>of Cabs has already a big impact for Owners in Corby. Most of them bought Cabs 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 there are no Cabs available to buy in UK and electric ones are not practicable and are very, very expensive.</p>			<p>which will be dealt with elsewhere.</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</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</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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			<p>and more so the local cabbies can keep an eye on this. The general public know who they can trust with 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.</p>	<p>didn't need us we wouldn't be here. over 1 million fares a year are done with Hackney cabs.</p>		
88.	Hackney Carriage driver/proprietor		<p>I would like to keep old version if possible</p> <p style="text-align: center;">Please keep the old version</p> <p style="text-align: center;">We don't know much the other zones why we are concerned,</p>			No comment

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			we are happy to work with our zone.			
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
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

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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			The area test is addressed above.
			get and alot cheaper.			

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95.	Hackney Carriage driver/proprietor Private Hire driver/operator Resident of North Northamptonshire		It will be impossible passing the test on all four zones as we don't 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.			The area test has been addressed above.
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				No comment

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		<p>Telegraph about this due to the need to learn a larger geographic zone. However, drivers in London (and other large cities) must do this for an even larger geographic area and seem to cope just fine.</p>				
97.	<p>Hackney Carriage driver/proprietor Private Hire driver/operator Resident of North Northamptonshire</p>		<p>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.</p> <p>If I can't pass my test I will loose my badge and loose my job</p>			<p>The area test is addressed above.</p>

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98.	Resident of North Northamptonshire		Fully licensed drivers already are comparing with			No comment
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			<p>taxi- like services where knowledge of local areas is not so much required due to popularity of GPS 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</p>			
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			hospital when wait for ambulance is			
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			too long, even carrying vulnerable people home safely after great night out. Make becoming black 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.			
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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

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101.	Hackney Carriage driver/proprietor		<p>It will kill the hackney trade in town and local people will not feel 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>Towns will require hackney carriages and the matter of one zone should 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.	Hackney Carriage driver/proprietor Resident of North Northamptonshire		<p>With fuel prices at the price they are why would anyone want to take a fare to the other side of</p>			<p>It is an offence for a hackney carriage driver, without reasonable excuse, to refuse</p>

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	Local business		the county, not to mention the fuel pollution this would cause, I just can't see any benefit in this proposal at all, 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,			to take a fare at a rank. The distance would not be a reasonable excuse. There is no change over this matter
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103.	Hackney Carriage driver/proprietor		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			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. Vehicle age requirements are a policy matter to be
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			<p>with this business. The pressure is immense. As all I can see is more debt on top of current debt. It isn't 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</p>			<p>looked at further this year.</p> <p>The area test has been covered above.</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>cannot afford more debt.</p> <p>I feel the removal of the 4 year rule to something more realistic would help 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 tarif if doesn't make any financial sense.</p>			
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			<p>You need to think about affordability for these taxi owners. Maybe if there were grants available to owners to move to wheelchair 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</p>			
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			<p>my business and hand my taxi back. I would urge you to consider whether administrative policies mean more to you than taxi drivers 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</p>			
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			could destroy many of our			
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			livelihoods. Many older drivers/owners could just give up the trade. I'm only 50 and I'm considering it too.			
104.	Hackney Carriage driver/proprietor			Strongly disagree		No comment

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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

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108.	Hackney Carriage driver/proprietor		The proposal is a disaster for the whole 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.			No comment
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			No comment

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			in corby for about 40 years . But since nnc has been made up the taxis have gone down hill. Should of left it as was."			
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 thay are where local taxi drivers doing local routes and know what best for the public			No comment

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113,	Hackney Carriage driver/proprietor		I don't think this proposal to move the zones will be damaging to the			There are no recognised safety concerns with adopting one zone.
			<p>taxi trade and the public of Corby because the safety aspect. "I don't think? This would help.</p> <p>I think? We should keep the zones in place because of safety aspects."</p> <p>"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</p>			The administration of hackney carriage licensing would be more efficient as one licence would be issued for each hackney carriage and driver to work in North Northamptonshire,

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			them and rely on them."			
114.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
115.	Hackney Carriage driver/proprietor			Disagree		No comment

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116.	Hackney Carriage driver/proprietor		Negative impact will be becoming in conflict with Hackney drivers from Kettering or Wellingborough and other way round. Also going to operate in this areas is not going to be economicly for us, and learning all this streets in this new areas.			No evidence to justify these claims.
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 carriage trade operates			All hackney carriages will be wheelchair accessible vehicles under the current policy once grandfather rights expire.

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118.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
119.	Hackney Carriage driver/proprietor		<p>Our local bus service is very poor. So local resident they will struggle to for transport for example mother taking her children 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</p>			<p>This comment appears to be referring to prebooked work which is not affected by the proposal of one zone.</p> <p>Kettering have a wheelchair accessible fleet.</p> <p>The area test is referred to above.</p>

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			provide taxi service to			
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			<p>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 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 style="text-align: right;">Taxi</p> <p>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</p>			<p>The proposal to move to one zone will not impact</p>

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			corby drivers not knowing streets			upon unlicensed drivers.
						The area test covered above.
121.	Hackney Carriage driver/proprietor		I feel all taxi should be wheelchair accessible and until the are zones should stay the same in my opinion you cannot have vulnerable people waiting in the cold for a suitable vehicle to arrive			No comment.
122.	Hackney Carriage driver/proprietor		I think if all Hackney carriages are able to pick up from any zone there would be to 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.

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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			See above. Any taxi can charge the maximum permitted fare tariffs.
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			<p>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 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>			<p>No comment about route assumptions.</p> <p>Again there is reference to prebooked work which is not covered by this consultation.</p>
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124.	Hackney Carriage driver/proprietor		It's working as it is. Don't waste time and money on something you don't have to.			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 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</p>			<p>1. There is no evidence that moving to one zone will negatively affect business.</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</p>

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			about them damaging			all drivers to be tested
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			<p>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.</p>			<p>equally and consistently.</p>
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			Driving taxis is about knowledge			
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			<p>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</p>			
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			additional 3 zones whilst trying to			
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			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."			
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

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128.	Hackney Carriage driver/proprietor		Already the taxi ranks in Kettering during night and day are			Congestion on ranks has been previously discussed.
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			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.			Area test has been previously discussed.
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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			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. The Authority sets the maximum fare tariff. Any proprietor/driver
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			<p>opinion open up to pirate (non licensed) drivers/vehicles plying for hire illegally.</p> <p>We would then probably have a night time economy crisis. Younger vulnerable people need to 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>			<p>can set their own tariff below that maximum.</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</p>			<p>Answered above.</p>

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			the taxi ranks and the roads.Drivers			
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			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.			
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131.	Hackney Carriage driver/proprietor		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			<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</p>
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			<p>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 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</p>			<p>the taxi ranks for illegal parking and issue enforcement notices where required.</p>
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			exercise wasting the good people of			
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			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 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.			No comment

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<p>134.</p>	<p>Hackney Carriage driver/proprietor</p>		<p>I cannot think of any positives from this new proposal. "De-zoning taxi zones Issues</p>			<p>Reference to booking (private hire) not covered by this consultation. If one zone is adopted, the</p>
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			<p>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 viable to offer a service outside of a local area unless the fare was returning to its operating area.• 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.			<p>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 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>
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			<ul style="list-style-type: none">• 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 area without resorting to a satnav, which is hardly a professional image.• 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			<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>possibility of plenty to lose.</p> <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 why the status quo should not remain." "Taxi operating policy <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</p>			
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			<p>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, 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.• It should be questioned why a vehicle that			
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			<p>conforms to the rigorous tests and conditions of policy 6.1.1.1, is not suitable for the rank.</p> <ul style="list-style-type: none">• There are a number of scenarios where the 4 years or less policy can have catastrophic consequences for 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			
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			an owner retiring in 3			
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			<p>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> <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>			
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			<p>Issues</p> <p>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 bus rather than a taxi.</p> <p>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</p>			
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			<p>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 <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</p>			
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			<p>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> <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			
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			<p>meet regulations, whereas replacement taxis have a 4 year or less policy.</p> <ul style="list-style-type: none">• Buses are allowed to advertise, taxis are not.• Buses are allowed to be any colour, taxis are not.• 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			
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			should be reported, these			
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			<p>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 to only being visible for a few hours per week).</p> <p>It is without doubt this council discriminates against the taxi trade."</p>			
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135.	Hackney Carriage driver/proprietor Resident of North Northamptonshire		"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			1. Area test discussed previously. 2. if the adoption of one zone is agreed then the testing regime will be reviewed accordingly.
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			<p>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 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</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> <p>Final paragraph – there are 218 hackney carriages licensed in North Northamptonshire.</p>
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			zones and take the customer			
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			<p>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 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</p>			
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			<p>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 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.</p>			
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			<p>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 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</p>			
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			better to return to your area. The so			
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			<p>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 badge. (See point 2).</p> <p>Solution = Keep existing zones."</p> <p>"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</p>			
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			council wanted to do.			
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			<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 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</p>			
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			<p>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 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>			
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136.	Hackney Carriage driver/proprietor		The proposal would have a really negative attitude to the taxis on all four zones			There is no evidence that this would be the case.
			and it would also cause animosity between the different zone drivers			

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137.	Hackney Carriage driver/proprietor		<p>Corby has 114 purpose built wheelchair accessible taxis more per head of 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</p> <p>Purpose built taxis are extremely expensive to buy and the second hand vehicles are</p>			<p>The decision to move to one zone will not require taxis from elsewhere to go to another town. That would only happen if market forces drove it.</p>
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			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 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			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>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 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." The business is already</p>			
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			<p>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.</p>			
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140.	Hackney Carriage driver/proprietor		There will be no positive impact. I strongly disagree with the zones			As above.
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			<p>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 to any other rank.</p> <p>Business isn't great anyway for us Kettering drivers, imagine Hackney's coming from other zones. It will be hard to earn anything.</p>			
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141.	Hackney Carriage driver/proprietor		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 alot of conflict between drivers from all			As above
			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.			

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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			Responded to above.
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			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 3year warranty			
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

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147.	Hackney Carriage driver/proprietor		I feel that this proposal would be			No comment
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			<p>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 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</p>			
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			younger people out at the weekend			
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148.	Resident of North Northamptonshire		<p>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 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>			No comment
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.

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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 cause confusion, anger and resentment towards drivers of different prices were being charged for the same journeys...</p> <p>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</p>			Addressed above.
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			an address already, this would antagonise them more, leading to difficult situation			
151.	Hackney Carriage driver/proprietor			Strongly agree		No comment

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152.	Hackney Carriage driver/proprietor		You can not remove zones whilst operating a taxi policy that 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			Addressed above and policy issues to be deal with in separate review.
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			<p>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 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.</p>			
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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			No comment
			in local. Because local people depending on taxi service. Bus service is no sufficient			
154.	Member of a charitable organisation			No answers		No comment
155.	Hackney Carriage driver/proprietor			No answers		No comment
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

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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
168.	No answer			No answers		No comment
169.	No answer			No answers		No comment

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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

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193.	Resident of North Northamptonshire			No answers		No comment
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			No answers		No comment
	Resident of North Northamptonshire					

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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
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			No answers		No comment

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	Private Hire driver/operator Resident of North Northamptonshire Local business					
212.	Hackney Carriage driver/proprietor Resident of North Northamptonshire			No answers		No comment
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

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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