

REVISED LICENSING POLICY – SCHEDULE OF RESPONSES

Response Number	Relevant paragraph of policy	Respondent	Comments received	Assessment of comments	Recommended Action
1	General	J Coombes	Firstly will Safeguarding Training be given to all new applicants and what will be the requirement for all license holders to undergo a Council hosted refresher?	Safeguarding and County Lines training are essential for any person conveying members of the public. Safeguarding awareness is currently part of the new drivers knowledge test. Consideration is being given as to most appropriate means of introducing County line training and a series of Council hosted refresher, similar to that when rolling out safeguarding seems to be the most efficient.	No change to Policy required.
	Section 5		It's is proposed to increase the age of a new hackney vehicle from the current requirement of the vehicle to be no more than 2 years of age. I believe to increase this to 6 years is a retrograde step and will also add to the problem of further increasing the trade in Hackney plates. I strongly urge that the age remains 2 years for any "new issue" of a "Hackney Plate".	To clarify, there is no minimum age when first licensing for existing hackney carriage licences. The 6 year age limit is for the grant of additional hackney carriage licences for wheelchair accessible vehicle. Following representation made at the last policy review the age limit was lowered to 6 year to encourage	No change to policy required.

				more vehicles onto the fleet. Fylde currently have 13 purpose built wheelchair accessible vehicles licenses	
	5.3		The maximum age of a licensed vehicle should be based on both a "Maximum age" and "Maximum permitted Mileage". The average annual mileage is between 40,000 and 70,000 per annum. Most Taxis have past their safe operating age at 300,000, regardless of the levels of maintenance. A 12 year old vehicle could potentially have 600,000 miles plus and be carrying customers at speed on the motorway etc. The maximum age limit should be reduced OR a maximum permitted mileage be set.	All vehicles are subject to inspection by the Councils Vehicle Maintenance Unit and an MOT, which not only factors in the vehicle safety but also passenger comfort. Any defects or concerns following inspection are raised directly with the proprietor There has been no representation in terms of reducing the vehicle age limit, and an exceptional quality has been introduced to support those proprietors that may have older vehicles which are well maintained. However, the point is noted and it suggested this area is kept under review.	No Policy change required but study to be undertaken of older vehicles and mileage for future report.
	5.5 & 5.12		Independent Hackney operators are the most likely to flout the rules and are the hardest to Police. Independent Hackneys are often seen without fixed plates or roof signs. Road signs should be required to be	There has been previous representation from the trade regarding top signs and challenges when undertaking motorway journeys etc. This is an enforcement issue and officers will look to identify	Enforcement matter, no policy change required.

			<p>permanently fitted. A fine should be introduced for both Hackney and Private Hire operators not displaying the correct legal signage. Some Private Hire vehicles consistently remove their white door stickers.</p>	<p>those vehicles which ply for hire without a roof sign and take appropriate action. The Authority does not support the use of magnetic private hire signage and as such, the door stickers should be permanently affixed.</p>	
	5.11		<p>Technology is constantly updating and the Licensing Authority should now accept the use of In Car GPS based despatch systems used on a Drivers Smart telephone. There is no requirement to carry a fixed meter in a Private Hire vehicle – but even a Hackney should be allowed to use its GPS based data head instead of a fixed meter – especially if working for a larger fleet.</p>	<p>It is acknowledged that technology relating to hackney carriages and private hire licensing is changing incredibly quickly but unfortunately, the legislation is not.</p> <p>There is no requirement for private hire vehicles to have meters installed and officers are aware of the GPS data being used to calculate fares.</p> <p>However, in terms of hackney carriages, the legislation specifically requires that a taximeter is in place and recent case law indicates that a GPS device may not be a taxi meter.</p>	No policy change
	6.5		<p>Remove Word “Normally”</p>	<p>The Authority is obliged to consider all applications for operator licences submitted to</p>	No Policy change

				<p>it. To state that “we will not grant an operators licence” may lead to a challenge that we are fettering our discretion. Applications for out-of-town operators will be referred to Committee where a decision may be made to deviate from Policy should the Committee feel there reasons to do so.</p>	
	7.1		<p>Not enough on street enforcement, especially of the busiest Taxi ranks in St Annes and Lytham.</p>	<p>Not a Policy matter, but the comment is noted for further action.</p>	<p>No Policy change</p>
	Page 33 (sec 16)		<p>Remove the Tax Disc description – instead state “Display in tope left hand corner of the windscreen”</p>	<p>Noted.</p>	<p><i>Amend to read, “At all such times whilst the vehicle is being used as a Private Hire Vehicle there shall be displayed in the top left-hand corner of the windscreen of such vehicle the licence disc issued by the Council which identifies the vehicle as a Private Hire Vehicle. “</i></p>
	Page 37		<p>There is a duplicate section on</p>	<p>Noted</p>	<p>Policy amended.</p>

			assistance dogs.		
	Appendix F – General.		<p>The Policy currently states that diesel engines should be a minimum of Euro1 !! This combined with a maximum age of 12 years for any licensed Fylde taxi vehicle means that the oldest and most polluting vehicles will be placed onto the Boroughs Taxi Stock. As per my earlier comments I believe that the maximum age of 12 years should only apply to a Euro 4 or later diesel engine.</p> <p>There is no Policy relating to electric or Petrol Hybrid vehicles??</p> <p>Should a new Hackney vehicle licence only be issued to a Euro 4 or newer vehicle or indeed need to be an electric or hybrid vehicle - not a diesel. Again increasing the age of a new</p>	<p>The Euro 1 requirement relates to stretched limousines which tend to be older than the 12 years.</p> <p>The Authority fully supports and welcomes the use of electric and petrol hybrid vehicles and has noticed an increase in the licensing of these. Officers are also working towards on street charging for licensed vehicles.</p> <p>To confirm, the age limit is new/additional wheelchair accessible vehicles.</p>	No Police change but further consideration to be given relating to vehicle screens.

			<p>vehicle onto the fleet as 6 years maximum is a significant step back for the Councils Environmental Policies.</p> <p>NO mention of the acceptance of After Market Internal Dividing Screens??? Following the Coronavirus Pandemic all Kirkham Macs Taxi vehicles have been fitted with dividing screens. It is our business policy to retain these in future to help minimise infection and to add to the internal safety of our personnel. The Policy should make an acknowledgement to the use of Screens in Fylde Licensed vehicles.</p>	<p>The Policy was drafted during the pandemic and whilst the Authority fully supports and welcomes the use of screens to protect both the driver and passengers, further consideration needs to be given to how the future of screens progresses. For instance, to continue with the style of screen separating the front from the rear, prevents the passenger seat from use and ultimately, should saloon vehicles only be licensed to carry 3 passengers? It is suggested to keep this significant issue under consideration and report back to a future Committee</p>	
	Page 59		<p>Both Fylde and Blackpool Premier appear to be increasing their use of Fylde Licensed Taxis in the Borough of Blackpool. This has increased through the pandemic and Fylde Licensed Taxis service</p>	<p>Changes to legislation relating to sub-contracting have made it lawful for out of town operators which does lead to concerns regarding enforcement. We are aware of the Wolverhampton</p>	<p>No change to policy.</p>

			<p>the Blackpool Borough Morrisons at Squires Gate. How is this cross border use of licensed vehicles being monitored? In recent weeks a significant number of Blackpool and Wolverhampton Council Licensed Premier Taxis are seen working in Fylde</p>	<p>processes, that officers from there will visit and have contact details.</p>	
2	Section 5	S Horvath	<p>Just a note on the review you are proposing, my concern is the section 5 with the age of newly licenced vehicles possibly going to less than 6 yrs.</p> <p>We have all had a bad year so to speak, 2nd hand car values have risen somewhat, you look for a 3-5 yr old car with lets say 25-40k miles its pretty pricey, buying a taxi really depends on what earnings you make from the job, you have to remember that we are a small village/town where most trade is done on late Fridays and Saturdays with the rest not much out there, its not a big earning job yet everybody seems to think we earn fortunes.</p>	<p>Please see comments on page 1. No change proposed to age limits and the 6 year limit relates to new licences for wheelchair accessible vehicles.</p>	<p>No Policy change required.</p>

		<p>Fylde doesn't have masses of flag downs like Blackpool, just really those two nights. Many cars have left the firms and for us independents its not really 8 easible to be buying a 8-10-12k car to just take £350 a week whilst trying to maintain it.</p> <p>Also surely you have to consider our surrounding neighbours who don't seem to have an age limit on vehicles, I appreciate that you have given permission for allowing over 12 but lets say you have an accident and lose your income not everybody is going to have the 8-10-12k to replace it with a 5 yr old car unless its done 200000 miles.</p> <p>I also notice you mention the lack of wheelchair vehicles, personally think it was a mistake to allow mpv but that's up to you guys, you can now get a 60mpg vehicle and get bus tariff, so why would you want to buy the 28-30mpg minibus like I have especially when fuel is near approaching</p>		
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		<p>£1.40pl, I feel safe in my bus but can't help thinking its costing me a bit in fuel. Picked up the lady from the Bellingham the other night she's proper miffed she can never seem to get them, I do get asked a lot but I don't work on a firm and obviously its not worth my while doing the odd £5 job going from Ansdell to Lytham then going back home, not really sure how you will encourage more due to the cost of buying one and the fuel cost compared to an mpv.</p> <p>Maybe if its your intention to lower the age of the cars for reducing the pollution by allowing newer vehicles then you should focus on a better electric policy and have low priced fast charging for taxis but personally think we are years away from that on a hackney basis well at least until wireless charging comes about, but maybe it would tempt Whitesides to run with them?</p>		
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	General		Think its about time we looked at an increase as everything seems to be going up and we have not applied for one now for a few years.	The last fare increase came into effect in 2018. Discussions will be held with the trade regarding commencing the process for increasing the fares.	No Policy change required.
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