

**Table 4: POLICIES AND CONDITIONS FOR NEW LICENCES FOR HACKNEY CARRIAGES NOS. 76 AND ABOVE**

**and wheelchair accessibility requirements for other Hackney Carriages.**

No.	Issue	Benefit of change	Community response	Trade response	Cost to applicant/licensee	Officer response/comment	Panel response	Council Resource implications	Panel Recommendations	Recm'd Implmnt. Date
	<p>ADDITIONAL HACKNEY CARRIAGE LICENCES Question 13: Do you agree that only vehicles capable of carrying a person seated in a wheelchair should be licensed as Hackney Carriage Nos. 76 and above?</p> <p>Hackney Carriage new Plate Nos. 76 and above. That only wheelchair accessible vehicles be licensed, i.e. capable of carrying a person seated in a wheelchair</p>	<p>To issue additional licences for hackney carriages, (i.e. "deregulation") in accordance with previous decision of the Council, with minimal effect on the existing hackney carriage trade.</p>	<p>Yes 11 No 1 No comment 1</p>	<p>Yes 29 No 5 No comment 2</p> <p>Any vehicle should be considered. Additional vehicles will require additional ranks. There will be little demand if requirement is for wheelchair accessibility. Support the use of DDA criteria for any additional vehicles. Should be offered to any PH vehicles that wish to convert. Public misunderstands definition anyway and PH more available. Requests for wheelchair accessibility very rare.</p> <p>In section 10 there is an assumption that there will be little effect on the existing trade by the introduction of more licences. This is not founded in fact. The applicant for licence nos. 71 to 75 was a large private hire operator who, during the consultation regarding delimitation of numbers, stated he had an outstanding application for many more licences (up to 100) for which he admitted there was probably insufficient demand. When licence no.60 became available it was clear from the paperwork that preference would be given to applicants who had not held a licence before.</p> <p>In addition in this section reference is made to the premium paid when acquiring a licensed vehicle. This is a one-off cost; the proposed age restrictions cause a permanent increase in costs which cannot be borne by the trade in its current state. The OfT report only calls for existing standards to be maintained and enforced. The quality of the hackney carriage fleet currently employed in the borough is arguably higher than it has been for many years. To saddle the trade with extra costs which are economically unjustifiable will more likely have the effect of driving existing proprietors out of the business than to increase numbers of vehicles available.</p>	<p>Cost of wheelchair accessible is greater than cost of similar age saloon car.</p>	<p>General agreement for wheelchair-accessible taxis when additional licences issued.</p> <p>The principle of allowing additional licences has been the subject of considerable previous debate and has been approved by Full Council (Minute 92 page 406 23.4.03).</p> <p>Officer recommendation is to grant new licences to wheelchair accessible vehicles only.</p> <p>The following is an extract from the Draft Review of Policies and Conditions, pp 29, 30:</p> <p><b>"COMMENTS - Government Proposals – Disability Discrimination Act 1995</b></p> <p><i>In September 2002 a letter was received from Rupert Cope, head of Taxi/PHV Branch, Buses and Taxis Division of the Department for Transport (DfT). He advised that due to the delay in implementing the Disability Discrimination Act 1995 (DDA95), licensing authorities may make their own policy with regard to accessible taxis for their area.</i></p> <p><i>In 2003 the DfT published "Proposals for Implementation of the taxi provisions of the Disability Discrimination Act 1995". A statement was made by Parliamentary Under-Secretary of State for Transport (Tony McNulty MP) in the House of Commons 28 October 2003. The proposals identified Reigate &amp; Banstead BC a "first phase" authority where the Taxi Accessibility Regulations will be introduced over the period 2010-2020.</i></p> <p><i>"First phase" LAs have been selected because they meet one or more of the following criteria:</i></p> <ul style="list-style-type: none"> <li>• A LA population of at least 120,000</li> <li>• A major transport interchange</li> <li>• A major tourist attraction, or</li> <li>• An existing mandatory policy resulting in 100% accessible vehicles.</li> </ul> <p><i>All taxis in LAs in the "first phase" will need to meet the vehicle specifications for wheelchair accessible taxis that will be set out in the proposed regulations, and all LAs outside the "first phase" will need to consider the proposed DfT voluntary guidance.</i></p> <p><i>The DfT is currently developing the technical regulations that all taxis in the first phase authorities will need to comply with. It is anticipated that eventually all R&amp;B licensed HCs will be required by law to be wheelchair-accessible. This was first indicated in the DDA but there have been delays in implementation and no specifications for wheelchair-accessible vehicles have yet been published.</i></p> <p><b>Effects of the licensing of wheelchair-accessible vehicles only (HC Nos. 76 and above)</b> The effect on the existing HC trade: Wheelchair-accessible vehicles are more expensive than standard saloons, estates or people carriers. Therefore a greater investment will be required for providing vehicles for the new licences which will have</p>		None		

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						<p>the effect of limiting the number of licences applied for. It is therefore likely that a relatively small number of new licences will be issued with minimal effect on existing HC trade.</p> <p>When 5 additional licences (Nos. 71-75) were made available for wheelchair-accessible vehicles in 2000, there was only one applicant.</p> <p>When HC licence No. 60 became available for a wheelchair-accessible vehicle in 2002, only 6 applications were received.</p> <p>HC ranks: There are currently 16 rank spaces available, with access for a limited number of HCs onto the rank at Redhill railway station. A review of rank provision is currently being undertaken."</p> <p>See Annex 1: Summary of Section 10 of the Hackney Carriage and Private Hire Draft Review of Policies and Conditions. pages 28-30.</p> <p>See Annex 2: table detailing other local authorities' requirements for new HC vehicle licences issued after quantity deregulation.</p> <p>There is separate legislation for Hackney Carriage and Private Hire and no changes are expected which would combine the national two-tier system of licensing.</p>				
	<p>HACKNEY CARRIAGE PLATE NOS. 1-53 AND 61-70</p> <p>Any type of vehicle be licensed (saloon, estate, people carrier, London-type taxi, wheelchair-accessible vehicle) which complies with Council conditions</p>	<p>No change from existing policy, in accordance with Minute/Page 92/406, Full Council 24.4.03.</p>				<p>No change from existing policy pending eventual legislation which is expected to require all HCs to be wheelchair-accessible. In the meantime it is beneficial for the public to have a choice of vehicles as disabled consumers have different needs, and several vehicle types are needed to satisfy varied requirements. Some ambulant disabled persons have less difficulty in getting into a saloon car than into a wheelchair-accessible taxi and some wheelchair users prefer to transfer out of their wheelchairs and travel in a car seat with seatbelt. The OFT Report gives the result of a Survey from Brighton &amp; Hove regarding disabled people's preference for taxi journeys: 53% preferred a saloon car, 22% preferred a wheelchair accessible cab, 25% expressed no preference.</p>		None		
	<p>HACKNEY CARRIAGE PLATE NOS. 54-60 AND 71-75.</p> <p>To continue to licence only wheelchair-accessible vehicles (i.e. capable of carrying a person seated in a wheelchair)</p>	<p>No change from existing policy, in accordance with Minute/Page 92/406, Full Council 24.4.03.</p>				<p>No change from existing policy. This is to ensure that there is no reduction of the current 16% of licensed HCs which are wheelchair-accessible</p>		None		