

**Wolverhampton City Council****OPEN DECISION ITEM**

Committee / Panel	<b><u>LICENSING COMMITTEE</u></b>	Date	<b><u>21.10.09</u></b>
Originating Service Group(s)	<b><u>REGENERATION &amp; ENVIRONMENT</u></b>		
Contact Officer(s)/ Telephone Number(s)	<b><u>COLIN PARR</u></b> <b><u>0105</u></b>		
Title/Subject Matter	<b><u>HACKNEY CARRIAGE PROVISION IN WOLVERHAMPTON</u></b>		

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**Recommendation**

Members are recommended to:

- (i) agree to the harmonisation of the new and replacement vehicle criteria for Hackney Carriages as detailed in Section 5 the report;
- (ii) agree to the changes in vehicle conditions outlined in Section 8 of the report.
- (iii) permit the issuing of "three year" driver's licences.

**Summary**

This report seeks to harmonise the criteria for new and replacement Hackney Carriage licence conditions and introduce three year driver badges for both Hackney Carriage and Private Hire drivers.

Since removing the limit on the number of Hackney Carriage licences in October 2005 only a further 37 licences have been issued. This report seeks to improve public transport by removing the barrier to entry to the Hackney Carriage trade and treating new and replacement vehicle licence applications in a non-discriminatory and uniform fashion in line with Department for Transport best practice guidance.

## **HACKNEY CARRIAGE PROVISION IN WOLVERHAMPTON**

### **1.0 Purpose of Report**

1.1 The purpose of this report is to:-

- (i) Seek to harmonise the vehicle criteria for new and replacement Hackney Carriage licence applications to remove the inequality between existing and prospective vehicle proprietors as is already the case with Private Hire vehicles.
- (ii) To obtain approval for the adoption of changes relating to Hackney Carriage testing and replacement criteria;
- (iii) To obtain approval to issue "three year" Driver's Licences.

### **2.0 Introduction**

- 2.1 Until recently, the Council has chosen to maintain a policy of limiting the number of Hackney Carriages that can operate in the City. However, on the 19 October 2005 the Licensing Committee agreed to cease this policy with immediate effect.
- 2.2 This decision was taken in the light of a report by the Office of Fair Trading that limiting Hackney Carriage numbers was not in the interest of consumers. This position was supported by a report carried out by consultants on behalf of the Council.
- 2.3 At the time of the meeting the number of Hackney Carriages permitted to operate in Wolverhampton was 92.
- 2.4 Since the limit was lifted only an additional 37 Hackney Carriages have been added to the fleet, making a total of 129. The Council's consultants advised in 2005 that for an authority of Wolverhampton's population there would be an expected requirement for a fleet of 300 vehicles.
- 2.5 It is currently a condition of securing a Hackney Carriage licence that the vehicle must be "new" and of a "type" approved by the Council. It is the high cost of purchasing a vehicle that is believed to be one of the reasons for the lack of interest in new vehicle licence applications. This requirement was introduced at the time the limit on Hackney Carriage numbers was removed.
- 2.6 It is believed this inequality between new and renewal application is artificially distorting the size of the Hackney Carriage fleet. It is the opinion of officers that this is the reason the Private Hire fleet has grown at a much accelerated rate to that of Hackney Carriages since October 2005. In the case of Private Hire Vehicles the new and replacement criteria are harmonised at six years.
- 2.7 The nature of the night time economy in the City means that at weekends there are large volumes of people seeking to go home. The lack of transport facilities has resulted in an increasing problem of crime, disorder and inconvenience. The relatively low number of Hackney Carriages available for hire in the early hours exacerbates the problem.
- 2.8 This report seeks to harmonise the vehicle criteria for new and replacement Hackney Carriages, which it is believed will also increase over a period the number of Hackney Carriages operating at weekends, particularly late at night.

2.9 At the Licensing Committee meeting of 16 April 2008 Members noted a commitment from the Hackney Carriage trade to further discuss the harmonisation of new and replacement vehicle licence criteria through the Hackney Carriage Working Group. These discussions have taken place at working group meetings over the last eighteen months; however no consensus has been reached on the issue.

### 3.0 **Background**

3.1 Hackney Carriage licensing is a non-executive function and it is therefore the responsibility of Licensing Committee to determine the policy and procedures in respect of this matter.

3.2 Both Hackney Carriages and Private Hire vehicles operate in Wolverhampton. There are currently 129 Hackney Carriages licensed to operate and 571 Private Hire vehicles. In operational terms the principal difference between the two services is that Hackney Carriages can be "flagged down" by a customer on the highway whereas Private Hire vehicles are required to be pre-booked through an operator.

3.3 There exists at present an inequality in the way new and replacement vehicle licence applications are dealt with. Currently the Council's licence conditions stipulate that only new vehicles can be granted a new Hackney Carriage licence, whilst existing vehicles can be replaced with a vehicle up to ten years old.

3.4 This inequality acts as an unintentional barrier to new entrants wishing to licence a Hackney Carriage vehicle, whilst enabling those already in the trade to replace their vehicles at minimal cost.

3.5 It is proposed to harmonise the new and replacement vehicle licence criteria to remove this inequality and deal with applications for Hackney Carriage vehicles in a uniform fashion. This will bring them into line with Private Hire Vehicles which are already harmonised.

3.7 This barrier to entry has artificially distorted the size of Wolverhampton's Hackney Carriage and Private Hire fleets. Harmonising new and replacement vehicle criteria for Hackney Carriages (as is already the case with Private Hire vehicles) will allow market forces to determine an appropriate fleet size for both Hackney Carriage and Private Hire vehicles that the City can sustain.

3.8 The Department for Transport (DfT) recognises that cost prohibitive measures can restrict the supply of Hackney Carriages. DfT best practice guidance to licensing authorities states:

*"Licensing requirements which are unduly stringent will tend unreasonably to restrict the supply of taxi and PHV services, by putting up the cost of operation or otherwise restricting entry to the trade. Local licensing authorities should recognise that too restrictive an approach can work against the public interest – and can, indeed, have safety implications.*

*For example, it is clearly important that somebody using a taxi or PHV to go home alone late at night should be confident that the driver does not have a criminal record for assault and that the vehicle is safe. But on the other hand, if the supply of taxis or PHVs has been unduly constrained by onerous licensing conditions, then that person's safety might be put at risk by having to wait on late-night streets for a taxi or PHV to arrive; he or she might even be tempted to enter an unlicensed vehicle with an unlicensed driver illegally plying for hire."*

Source: Best Practice to Licensing Authorities, Department for Transport 2006 (and re-circulated in 2009).

- 3.9 Despite the national economic downturn the night time economy in the City is still very active attracting an estimated 20,000 visitors to the City on a busy weekend evening. This places huge demands on the transportation infrastructure to disperse people from the City centre. There is not a night time bus service and tram services are limited to daytimes only.
- 3.10 Consequently, this places considerable pressure on the Private Hire vehicle fleet and the relatively small number of Hackney Carriages operating late at night. This exacerbates crime and disorder and also results in a high incidence of illegal "plying for hire" by private hire and unlicensed 'out of town' vehicles. Initiatives to alleviate the situation such as the Taxi Marshall Scheme have had a limited impact. A consistent funding source has not been identified to introduce a permanent service.
- 3.11 The Council tasked Halcrow Fox, a transportation consultancy company, to deliver a report when it considered removing the numerical limit on Hackney Carriages on 19 October 2005. The report identified that there was significant unmet demand for Hackney Carriages in Wolverhampton. The report identified a city of Wolverhampton's size should have in the region of 300 Hackney Carriages.
- 3.12 Halcrow Fox identified at the time that in similar sized towns and cities there was an average of one Hackney Carriage for every 790 people, whilst in Wolverhampton there were nearly three times as many people for each Hackney Carriage.
- 3.13 Using an identical quantitative analysis to Halcrow Fox the current level of per capita provision in Wolverhampton is one Hackney Carriage for every 1878 people, compared an average of 1:958 in similar local areas.
- 3.14 Recent partnership initiatives have highlighted the need for additional transport capacity in the night time economy. The City's Alcohol Strategy makes reference to 'improving access to safe night time transport at peak times' and to achieve this gives an action of 'review the current criteria for drivers and vehicles'.
- 3.15 A Safer Wolverhampton Partnership Working Group tasked with improving the City Centre in Wolverhampton has also considered this issue. This group incorporated representatives from the Council, Safer Wolverhampton Partnership, the Police, Wolverhampton City Centre Company, trade representatives and other relevant bodies.
- 3.16 The findings of the group emphasised the problem of transporting people out of the City during the peak hours of Friday and Saturday evenings, particularly between 0100 and 0400 hours. The group recommended that the fleet of hackney carriages was inadequate and the impact of significant numbers of people in the City Centre waiting for transport resulted in anti social behaviour and violent crime. The group formulated a report agreed by the Safer Wolverhampton Partnership Board, which included a recommendation that the Council seek to harmonise the criteria for new and replacement Hackney Carriage vehicle applications.
- 3.17 Copies of these documents have been included with the consultation responses to be placed in Members' room.

#### 4.0 **Barriers to Entering the Hackney Carriage Fleet**

- 4.1 Theoretically, the decision by Licensing Committee in 2005 to remove the limit of the number of Hackney Carriage licences that can be issued should have resulted in a significant increase in the number of vehicles to meet the public demand for the service.

4.2 In the event, only 37 additional licences have been issued, not the 200 or so that the Council's consultants had indicated would be appropriate for a City of Wolverhampton's size.

4.3 The exact reason for the lack of interest is not known. It is believed that the high cost of purchasing a new "type approved" vehicle which is one of the conditions that are required to be met before a Hackney Carriage licence can be issued is the principal reason. The cost of a new vehicle ranges from £15,000 to £30,500. However vehicles of 3-5 years old are considerably cheaper and can be purchased for less than £5,500.

## 5.0 **Proposals**

5.1 Currently in order to obtain a Hackney Carriage Licence it is a condition that the vehicle must be "new". Officers believe that the cost of purchasing a new vehicle is the principle barrier to increasing the Hackney Carriage fleet in the City.

5.2 It is therefore proposed that the criteria are relaxed so as to enable vehicles up to five years of age to be licensed by the Council. The vehicle must be of a type approved by the Council and meet the current inspection standards for a Hackney Carriage.

5.3 In order to limit the impact of these proposals on existing Hackney Carriage proprietors and especially owners who have recently purchased a vehicle it is proposed to have a lead in period of 12 months for the conditions relating to new vehicles. In other words the new arrangements would come into effect on the 1 November 2010.

## 6.0 **Consultation**

6.1 The proposals outlined in Section 5 have been subject to a formal consultation process during the summer. The consultation period commenced in July 2009 and ended on 30 September 2009.

6.2 The consultation exercise sought views on existing Hackney Carriage provision, the proposed harmonised vehicle conditions and the introduction of three year badges discussed in Section 9.

6.3 The scope of the consultation is outlined below:

The Council have consulted with the following consultees:-

- All existing Hackney Carriage Proprietors
- All existing Private Hire Operators
- The Chief Officer of Police
- WCC Public Protection Service
- Wolverhampton Licensing Forum
- Hackney Carriage Working Group
- Private Hire Working Group

6.4 A complete list of those consulted has been included with the consultation responses available in the Members' room.

6.5 The scope of the consultation with members of the public was restricted to the Council's website, however the 'citizen's panel' were recently asked several questions around night time transportation and taxis (see 7.4).

6.6 As part of the equalities impact assessment for these proposals a focus group session was held with service users with disabilities.

## 7.0 **Consultation Results**

7.1 There were 44 responses in total to the consultation exercise.

7.2 Of these, 23 were in support of the proposal to harmonise new and replacement Hackney Carriage vehicle conditions to allow easier access to the trade. This is broken down as follows:

- West Midlands Police
- WCC Public Protection Service
- WCC Transportation Service
- WCC Civic Halls
- Wolverhampton Street Pastors
- 1 Private Hire operator
- 7 Private Hire drivers
- 10 members of the public

7.3 18 respondents were against the proposal to harmonise new and replacement Hackney Carriage vehicle conditions. This is broken down as follows:

- 12 Hackney Carriage proprietors
- Wolverhampton Hackney Carriage Drivers Association
- Taxi Owners Association (Wolverhampton) Ltd
- 1 Private Hire operator
- Rob Marris MP
- 2 members of the public

7.4 The 'citizens panel' (a consultative group consisting of approximately 1,300 residents) identified 54 of its members that had flagged down a Private Hire vehicle in the last twelve months, of these 38% said that the reason for this was because the queues at the taxi ranks were too long.

7.5 No respondents raised any objections to the introduction of three year driver badges.

7.6 A summary of all consultation responses is attached at Appendix 1 to this report, a complete set of all responses is also available in the Members' room.

## 8.0 **Changes to Hackney Carriage Licence Conditions**

8.1 In April 2008 Committee considered a report which discussed a number of proposals that had been made by the Taxi Owners Association (Wolverhampton) Ltd.

8.2 Members agreed to trial for a period of a year a number of changes to the existing conditions relating to Hackney Carriage Licences. These are detailed below together with officers' recommendations following the trial period:-

- **Removal of the age limit on vehicles working in Wolverhampton**

Prior to the trial Hackney Carriages were able to operate up to 16 years of age in Wolverhampton. This contrasts with the conditions in neighbouring authorities where there is no limit.

**Officer's Recommendation:** It is recommended that the retirement age of 16 years is maintained.

- **Increase the age of replacement vehicles from five to 10 years.**

Under the pilot arrangements when an existing Hackney Carriage 'owner' wishes to replace their vehicle, the replacement vehicle must be less than 10 years old and newer than the vehicle it replaces.

**Officer's Recommendation:** It is recommended that the vehicle replacement age is no older than five years. However the requirement that a replacement vehicle should be newer than the vehicle it replaces is recommended to be removed.

- **Reduce the inspection frequency for older vehicles**

Previously vehicles over 6 years old were tested three times a year. Members agreed to reduce the frequency to twice per year for vehicles between 6 to 16 years of age for the trial period.

**Officers Recommendation:** It is recommended that the test criteria that has been piloted is introduced permanently.

## 9.0 **"Three Year Driver Licences"**

- 9.1 The Local Government (Miscellaneous Provisions) Act 1976 allows local authorities to issue drivers licences for a period of up to three years. Wolverhampton City Council currently issues drivers licences for a duration of one year.
- 9.2 It is proposed to issue three year licences to applicants for 'new' and renewal driver licences. The term of the licence would run concurrently with the individual's CRB disclosure.
- 9.3 This proposal is in line with the principles of more efficient working as this would reduce the administration required to process licence applications and allow for enhanced customer service through better working practices and use of resources.
- 9.4 This proposal has been well supported during the consultation exercise and many Private Hire operators and drivers have also requested that three year badges are available for both Hackney Carriage and Private Hire drivers.
- 9.5 It is proposed to introduce three year licences from 1 April 2010 to both Hackney Carriage and Private Hire drivers. This will require a review of the existing driver guidelines.

## 10.0 **Taxi Ranks**

- 10.1 There is currently rank space across the City providing capacity for over 40 vehicles (excluding the train station), although the trade have stated that there is only adequate provision for 36 vehicles as some locations are considered unprofitable. Any measures that result in an increase in Hackney Carriage numbers will impact on the availability of this rank space.

10.2 Whilst the Council is not obliged to deliver any minimum capacity of rank space for its Hackney Carriage fleet, poor provision of rank space can lead to problems such as illegal parking and additional traffic congestion in the City Centre especially in the day.

10.3 Currently the Council compares favourably with neighbouring authorities in relation to provision of rank space for Hackney Carriages. In order to maintain this position the Transportation Service have agreed to commence progressive reviews of rank provision as the City's Hackney Carriage fleets grows in size.

#### 11.0 **Summary of recommendations**

11.1 In summary Members are recommended to:-

- Agree to the harmonisation of new and replacement vehicle criteria for Hackney Carriages, as outlined in Section 5.
- Agree the proposed changes to Hackney Carriage vehicle conditions detailed in Section 8.
- Agree to the introduction of three year Hackney Carriage and Private Hire driver licences.

#### 11.0 **Financial Implications**

11.1 This report has no significant financial implications. It is anticipated that if agreed the proposals would lead to a shift of existing Private Hire drivers and vehicles becoming Hackney Carriage drivers and vehicles, as such the impact on the overall size of the fleet would be minimal.

#### 12.0 **Equalities and Human Rights Implications**

12.1 An Equalities Impact Assessment has been incorporated into the consultation process and the results included with responses for Members.

12.2 The proposal to harmonise the criteria for Hackney Carriage is compatible with human rights legislation.

#### 13.0 **Environmental Implications**

12.1 It is anticipated that if agreed the proposals would lead to a shift of existing Private Hire drivers and vehicles becoming Hackney Carriage drivers and vehicles, as such there are no direct environmental implications arising from this report.

# Future Provision of Hackney Carriage Services Consultation Responses

## Appendix 1

NO.	RESPONDENT	IN FAVOUR OF TRI-ANNUAL DRIVER LICENCES	IN FAVOUR OF HARMONISING NEW/ REPLACEMENT VEHICLE CRITERIA	COMMENTS
1	P. Bateman Hackney Carriage Driver	N/A	NO	<ul style="list-style-type: none"> <li>• Will be problems finding work for extra cabs, during the remainder of the week.</li> <li>• How can you justify the extra cabs for 6hrs a week out of 168hrs.</li> <li>• Not enough ranks</li> <li>• Should educate the public to book Private Hire (PH) vehicles.</li> <li>• Taxi Marshals provided a good solution to people struggling to get cabs</li> </ul>
2	Shaun Walker Principal Enforcement Officer	YES	YES	<ul style="list-style-type: none"> <li>• 3yr licences would require tougher sanctions for non-compliance.</li> <li>• Would welcome saloon cars as Hackney Carriages (HC's).</li> <li>• The 'wheelchair accessible only' policy would need to be revised as part of this proposal. An option is make 'wheelchair accessible' vehicles able to use HC ranks.</li> </ul>
3	Jan Hickman Lana Co-ordinator	N/A	N/A	<ul style="list-style-type: none"> <li>• Black cabs do not operate outside the City Centre.</li> </ul>
4	Khalid Khalil	N/A	YES	<ul style="list-style-type: none"> <li>• It is not fair to expect new drivers to buy brand new cars, while old drivers can extend the licence with an older car.</li> </ul>
5	Parmjit Singh PH Driver	YES	YES	<ul style="list-style-type: none"> <li>• No start up restrictions to age of vehicles.</li> <li>• Feels that consultation with PH Operators has not included the views of PH Drivers.</li> <li>• Black Cabs are not equipped to carry wheelchair passengers</li> </ul>
6	Neil Caley Proprietor, ABC Countdown Cars Ltd	YES	YES	<ul style="list-style-type: none"> <li>• Would like to add HC's to his current fleet of vehicles to create a flexible service for customers.</li> <li>• Increase the length of driver badges would bring WCC in line with other Councils.</li> </ul>

NO.	RESPONDENT	IN FAVOUR OF TRI-ANNUAL DRIVER LICENCES	IN FAVOUR OF HARMONISING NEW/ REPLACEMENT VEHICLE CRITERIA	COMMENTS
7	Anon	N/A	NO	<ul style="list-style-type: none"> <li>• There will always be queues, regardless of how many HC's there are in the City.</li> <li>• Better Police presence would increase the number of HC drivers working over the weekend.</li> <li>• Where will additional HC's go during the daytime.</li> <li>• An independent study should be undertaken.</li> <li>• Taxi Marshall scheme was a good system for both the drivers and the public.</li> </ul>
8	Julia Corrigan	N/A	YES	
9	Lauren Hailey	N/A	YES	<ul style="list-style-type: none"> <li>• More HC's will help the city become a safer place.</li> <li>• Black Cabs are more expensive though.</li> </ul>
10	Wolverhampton Hackney Carriage Drivers Association (with signed petition)	YES	NO	<ul style="list-style-type: none"> <li>• New vehicles only for new licences is the only way of driving up standards.</li> <li>• The trade is growing due to the increased accessibility to work at the railway station and the fleet will grow to around 200 taxis without these measures.</li> <li>• Maximum age limit for replacement HC's should be under 5yrs.</li> <li>• Vehicles should 'retire' at 15yrs.</li> <li>• Drivers should be given the option of 1, 2 or 3yr badges.</li> <li>• The issuing of HC vehicle licences should be suspended for a period of 6-8 months.</li> <li>• Allowing older vehicles into the fleet would decrease the number of HC's on the fleet as many existing drivers would not be able to afford finance repayments.</li> </ul>
11	Barry Appleby DALGA	N/A	N/A	<ul style="list-style-type: none"> <li>• Was involved in mystery shopper exercise and was never secured correctly.</li> <li>• Has concerns that proposals may result in less accessible black cabs.</li> <li>• Worried about increased costs to the public.</li> <li>• Wants all vehicles to have access for all people.</li> </ul>

NO.	RESPONDENT	IN FAVOUR OF TRI-ANNUAL DRIVER LICENCES	IN FAVOUR OF HARMONISING NEW/ REPLACEMENT VEHICLE CRITERIA	COMMENTS
12	Councillor Darke	N/A	N/A	<ul style="list-style-type: none"> <li>Is concerned that the changes in policy may reduce the number of HC's available to people with disabilities.</li> </ul>
13	City People response	N/A	YES	<ul style="list-style-type: none"> <li>Has experience 2hr waits for cabs in cold weather.</li> <li>Has waited in long queues, with risks of violence</li> <li>Friends have walked up to 5 miles home rather than wait.</li> </ul>
14	Raghibir Bagri HC Driver	YES	NO	<ul style="list-style-type: none"> <li>Wolverhampton is not a popular night-time destination.</li> <li>Wolverhampton hit by recession worse than other areas of the Country.</li> <li>New policy would only be in place to assist 4hrs a week (2.38% of the whole week of 168hrs).</li> <li>Waiting time on ranks has doubled.</li> <li>Drivers are working longer hours and are therefore earning below the minimum wage.</li> <li>Number of black cabs has doubled and the work has halved.</li> <li>Proposal for more cabs is an insult.</li> <li>Will lead to driver bankruptcy and unemployment</li> </ul>
15	Resham Kooner PH Driver	N/A	YES	<ul style="list-style-type: none"> <li>Experienced and reliable PH drivers should be able to become HC Drivers without additional tests or costs.</li> <li>Allow additional vehicle types onto the fleet to cater for the physically impaired.</li> <li>Allow HC up to 5yrs old to be licensed .</li> </ul>
16	Mick Whitehouse	N/A	YES	<ul style="list-style-type: none"> <li>More black cabs in Wolverhampton please. Definitely a step in the right direction.</li> </ul>
17	Sarah Miles	N/A	NO	<ul style="list-style-type: none"> <li>Feels HC drivers are rude and impolite.</li> <li>HC's are more expensive.</li> </ul>

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18	West Midlands Police	N/A	YES	<ul style="list-style-type: none"> <li>• Supports an increase in the number of HC's.</li> <li>• Have concerns that no Taxi Marshal scheme is in place.</li> <li>• Would like to ensure that vehicle standards are maintained.</li> </ul>
19	Taxi Owners Association (Wolverhampton) Ltd (with two petitions)	YES	NO	<ul style="list-style-type: none"> <li>• Wolverhampton is not a popular night time destination.</li> <li>• People do not have spending power anymore.</li> <li>• Drivers working more hours, could lead to health and safety issues</li> <li>• One petition from drivers, one from taxi users.</li> </ul>
20	City People response	N/A	YES	<ul style="list-style-type: none"> <li>• Supports the introduction of more HC's into the City Centre.</li> <li>• PH are not necessarily cheaper and hold less people than black cabs.</li> <li>• Always feels safer in a black cab.</li> <li>• Taxi Marshals are a good idea.</li> </ul>
21	Arvinder Virdee	N/A	YES	<ul style="list-style-type: none"> <li>• Goes to clubs and bars quite often and regularly has to wait for a black cab home.</li> <li>• Feel safer in a black cab.</li> <li>• Is keen for more black cabs to be on the road.</li> </ul>
22	Wolverhampton City Council - Transportation Service	N/A	YES	<ul style="list-style-type: none"> <li>• Be mindful of interchange project.</li> <li>• Review rank spaces as part of any package to increase the fleet size.</li> </ul>
23	Street Pastors	N/A	YES	<ul style="list-style-type: none"> <li>• Female friends feel safer in black cabs.</li> </ul>
24	Mohammed Zabir Ajaz Talat Aziz PH Drivers	N/A	YES	<ul style="list-style-type: none"> <li>• Gives chance to people who could not previously afford a black cab</li> </ul>

NO.	RESPONDENT	IN FAVOUR OF TRI-ANNUAL DRIVER LICENCES	IN FAVOUR OF HARMONISING NEW/ REPLACEMENT VEHICLE CRITERIA	COMMENTS
25	Mohammed Tariq PH Driver	N/A	YES	<ul style="list-style-type: none"> <li>I would be able to afford a hackney carriage with this policy change.</li> </ul>
26	Ajaib Badhan PH Driver	N/A	YES	<ul style="list-style-type: none"> <li>Will be able to afford a hackney carriage under the proposed scheme.</li> </ul>
27	Sugath Wijesingha PH Driver	N/A	YES	<ul style="list-style-type: none"> <li>Very difficult to buy a black cab at the moment. New policy would make is easier.</li> </ul>
28	Kamran Khan PH Driver	N/A	YES	<ul style="list-style-type: none"> <li>New policy will give people like me an opportunity to afford a hackney carriage.</li> </ul>
29	Amin Nisar	N/A	YES	<ul style="list-style-type: none"> <li>New policy will give people like me an opportunity to afford a hackney carriage.</li> </ul>
30	Suki Bhogal	N/A	YES	<ul style="list-style-type: none"> <li>Not enough black cabs in Wolverhampton.</li> <li>Getting home late at night is worrying for females.</li> <li>Black cabs are safer for drivers too.</li> <li>The reduced costs of cabs will help.</li> <li>The transport system should reflect the fact that we are a Millennium City.</li> </ul>
31	Hardip Sandhu	N/A	YES	<ul style="list-style-type: none"> <li>The limit for taxis should be 5 years.</li> </ul>

NO.	RESPONDENT	IN FAVOUR OF TRI-ANNUAL DRIVER LICENCES	IN FAVOUR OF HARMONISING NEW/ REPLACEMENT VEHICLE CRITERIA	COMMENTS
32	Jaswant Singh Chahal HC Driver	N/A	NO	<ul style="list-style-type: none"> <li>• Worked in trade for 20yrs and now there is less work than back then.</li> <li>• There is not enough space to park 126 cabs on 45 rank spaces.</li> <li>• Wait up to 2 hours for a job.</li> <li>• Busiest time is between 2am to 3.30 am. Customers do not have to wait long.</li> <li>• More cabs will mean current drivers earn less money.</li> </ul>
33	Satnam Singh HC Driver	N/A	NO	<ul style="list-style-type: none"> <li>• Upset with the proposal</li> <li>• Already problems with parking</li> <li>• Will the Council compensate me if I go bankrupt.</li> </ul>
34	Daljit Singh Sangha HC Driver	N/A	NO	<ul style="list-style-type: none"> <li>• Don't agree with cabs 5yrs and under coming into the fleet.</li> <li>• Council is making life more difficult.</li> <li>• Wolverhampton is a ghost town with everything is closing.</li> </ul>
35	Satnam Singh HC Driver	N/A	NO	<ul style="list-style-type: none"> <li>• Policy is neither an option or a solution.</li> <li>• Enforcement should sort out the PH problem.</li> <li>• Council is just trying to make enforcement easy.</li> <li>• There are no rank spaces.</li> <li>• Council doesn't care as long as we suffer.</li> </ul>
36	Baljit Singh HC Proprietor	N/A	NO	<ul style="list-style-type: none"> <li>• Worst ever solution.</li> <li>• Trying to make your job easier and damaging our livelihoods.</li> <li>• We never get support from the Council.</li> <li>• Director said previously that this would not happen</li> <li>• We will go to whatever extreme to stop this.</li> </ul>
37	Endera Singh Janagel HC Driver	N/A	NO	<ul style="list-style-type: none"> <li>• Director said previously that this would not happen</li> <li>• Feels unappreciated. They always evacuate the City quickly and safely.</li> <li>• Taxis have doubled, work has halved.</li> <li>• The Council are trying to make their work easier by attacking us.</li> <li>• Drivers will have to work longer hours.</li> </ul>

NO.	RESPONDENT	IN FAVOUR OF TRI-ANNUAL DRIVER LICENCES	IN FAVOUR OF HARMONISING NEW/ REPLACEMENT VEHICLE CRITERIA	COMMENTS
38	Kulbir Singh Sangha HC Driver	N/A	NO	<ul style="list-style-type: none"> <li>• Will not be able to survive or support my family.</li> <li>• Already work too many hours.</li> <li>• I want compensation for my new taxi.</li> </ul>
39	Balwinder Singh HC Driver	N/A	NO	<ul style="list-style-type: none"> <li>• Are we going to be compensated.</li> <li>• The Director said this wouldn't happen.</li> <li>• Has the Council got a grudge against us?</li> </ul>
40	Hari Singh HC Driver	N/A	NO	<ul style="list-style-type: none"> <li>• I spent £30,000 a few months ago, because you said "New Plate, New Cab".</li> <li>• I want my money back.</li> </ul>
41	Rob Marris MP	YES	NO	<ul style="list-style-type: none"> <li>• Proposal is based on a report that is 4yrs old.</li> <li>• The report is a broad brush approach.</li> <li>• The cited figure of 300, does not take into account the current sad state of the economy.</li> <li>• The report does not take into account the increase in the PH Fleet.</li> <li>• The elements of the report relating to disability access is contradictory.</li> <li>• Flooding the market is likely to cause existing owners to go bust.</li> <li>• Is there any evidence of a need for more hackney carriages at other times of the week.</li> </ul>
42	Central City Cars Ltd PH Operator	N/A	NO	<ul style="list-style-type: none"> <li>• People in Wolverhampton, generally prefer not to use black cabs.</li> <li>• The City is poorly served by black cabs, because few of the licensed trade choose to work on Friday and Saturday nights.</li> <li>• Increased policing is the answer to more effective dispersal of people during these times.</li> </ul>

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43	Mr Sunner (Via Cllr Robin Lawrence)	N/A	NO	<ul style="list-style-type: none"> <li>• Business has fallen 60% due to economic slump.</li> <li>• There is barely enough work for current drivers.</li> </ul>
44	Civic Halls	N/A	YES	<ul style="list-style-type: none"> <li>• Happy to support anything that makes visiting and leaving the City easier and safer.</li> </ul>