

BRISTOL CITY COUNCIL

PUBLIC SAFETY AND PROTECTION COMMITTEE

28 February 2017

Report of: Strategic Director, Neighbourhoods

Title: Hackney Carriage and Private Hire Vehicle Policy Review

Ward: Citywide

Officer Presenting Report: Nick Carter, Regulatory Services Manager

Contact Telephone Number: (0117) 92 22394

RECOMMENDATION

That the Public Safety and Protection Committee:

- a) **Accept the findings of the Bristol Hackney Carriage Unmet Demand Survey and agree to introduce a limitation on the number of hackney carriage vehicles licenced by the City Council that will not exceed 795 licences.**
- b) **Agree that any new Hackney Carriage licences that may be issued (i.e. new licences that can be issued before the cap of 795 is reached) would only be issued in respect of vehicles that are classified as ULEV (Ultra Low Emission Vehicles - which would include hybrid vehicles), are purpose built wheelchair accessible vehicles and benefit from European Community Whole Vehicle Type Approval.**
- c) **Agree to adopt the proposed changes to the draft Hackney Carriage Vehicle Policy as set out in the report.**
- d) **Agree to adopt the proposed changes to the draft Private Hire Vehicle Policy as set out in the report.**

Summary

1. Throughout the last twelve months there has been extensive consultation between the City Council, taxi trade representatives and other stakeholders regarding the arrangements for administering the Hackney Carriage and Private Hire trade in Bristol. This has taken place in the wake of changing dynamics in the taxi trade, more challenging market conditions and a need to move the fleet towards a more sustainable future with regard to improving air quality.

2. The significant issues in the report are:

- An independent survey of demand for hackney carriages found there was no evidence of significant unmet demand for taxis in Bristol
- Hackney carriages are a significant source of emissions and air pollution, particularly in the city centre
- Uptake of low emissions vehicles has so far been low in Bristol.
- Hackney carriage vehicles provide a particularly good opportunity for ULEV take up as they are city based, expose the benefits of ULEVs to a wide range of consumers who might not otherwise have the opportunity to experience them and suit companies operating within the city that have relatively short average daily runs. Whilst at present there is a limited supply of electric wheelchair accessible vehicles over the coming year we are aware of at least three suppliers who are likely to enter the market. This is likely to increase as manufacturers and specialist converters respond to this growing demand particularly as major cities across the world demand alternative fuel types towards electric.
- Existing policy provisions and licensing arrangements need to be revised in light of changing market conditions within the trade.

Policy

3. The Council has over many years developed policies for the administration of hackney carriage and private hire licensing. The last significant changes were made in 2008. The most recent change to the Hackney Carriage Vehicle Policy took place on 14 April 2015 when a moratorium was placed on the granting of any new hackney carriage vehicle licences pending the completion of a survey to measure the demand for hackney carriages in the city.

Consultation

4. Internal:

- a. Legal Services
- b. Strategic City Transport
- c. Sustainable Development
- d. Fleet Services

5. External:

Throughout this process the Council has consulted with representatives of the taxi trade and other key stakeholders.

Context

6. Hackney carriages play an integral part of the local public transport infrastructure. They provide a flexible form of public transport and can play an increasingly important role in improving accessibility.

7. Since the Transport Act 1985, the ability to restrict the number of hackney carriage licences granted has been limited. Licensing authorities can only do so where they are satisfied that there is no significant unmet demand for the service in the area.
8. Up until 1997 the City Council operated a restricted hackney carriage market with 273 hackney carriages. In 1997 the authority removed the numerical restriction on hackney carriages and required all new licences to be for wheelchair accessible vehicles. In 2002 following an unmet demand survey the authority decided to re-impose the numerical restriction. This was subsequently removed in 2008 as a result of another survey.
9. The Hackney Carriage Demand Survey 2016 (attached at **Appendix A**) was conducted after a request was made at a meeting of the Full Council on 16 September 2014 by the Bristol Branch of the National Taxi Association (BNTA), whose membership covers about a third of drivers working in the hackney carriage trade. The BNTA presented a public forum statement requesting a review on a number of matters regarding how the hackney carriage trade is administered by the Council, as well the reintroduction of a restriction (cap) on the granting of any new hackney carriage licences.
10. The Bristol Hackney Carriage Unmet Demand Survey was conducted by CH2M on behalf of Bristol City Council and concluded in spring 2016. The purpose of the study was to determine whether there was any evidence of significant unmet demand for hackney carriage services in Bristol and the level at which a new limit for hackney carriage licences should be introduced if necessary. There is no power to restrict the number of licensed private hire vehicles. The study identified that there was no evidence of significant unmet demand for taxis in Bristol. This conclusion covers both patent and latent/suppressed demand and is based on an assessment of the implications of case law that has emerged since 2000, and the results of CH2Ms analysis.
11. CH2M concluded that despite there being no significant unmet demand Bristol City Council has discretion with regard to how it administers its hackney licensing policy and recommended to either:
 - a) Impose a numerical limit of 795 licences (the number of licensed vehicles at the time of the survey)
 - b) Issue any number of additional plates as it sees fit, either in one allocation or a series of allocations; or
 - c) Maintain the policy of derestriction.

Emissions

12. Department for Transport Best Practice Guidance acknowledges that vehicle licensing policies should support local environmental policies and acknowledges that this is significant in designated Air Quality Management Areas. Hackney carriages are a significant source of air pollution, particularly the city centre (an Air Quality Management Area). Many of the hackney carriages in Bristol's fleet are older diesel-based vehicles compared to the

average age of private hire vehicles in the city. In many cases a single diesel car can produce more Nitrogen Oxides (NOx) and Particulate Matter (PM) than a modern lorry or bus as modern larger vehicles are fitted with a wide range of equipment such as filters, and use fuel additives such as Ad-Blue. The annual UK government legal objective for nitrogen dioxide is exceeded throughout wide areas of Bristol close to the busiest roads in the centre and along the main arterial routes. There are also a number of locations where the short term hourly UK government legal objective for nitrogen dioxide is exceeded.

13. During the formulation of a bid to the Office for Low Emission Vehicle Taxi Scheme consultation, most hackney carriage drivers stated that they drive around 80 miles a day or less. Many electric vehicles will now do 100 miles on a single charge.
14. Bristol would not be the first council to consider introducing an emission based policy provision as part of its taxi licensing scheme. York's policy restricts harmful emissions from both hackney carriages and private hire vehicles as part of an over-arching, holistic Low Emission Strategy to improve air quality in the city. Currently one in ten of York's combined fleet are low emission (hybrid or electric) due to the Council establishing the UK's first low emission taxi incentive scheme to encourage uptake and embed knowledge and confidence in these vehicles.
15. Transport for London (TfL) has announced significant changes to their PHV and HCV policies. From the 1 January 2018 all new all hackney carriages licensed for the first time must be zero emission capable while new diesel hackney carriages will not be allowed. Changes have also been proposed to TfL's PHV policy and as such all HCVs and PHVs in London will be zero emissions capable by 2033 at the latest. Full details of the proposed changes can be seen at **Appendix B**.

16. Proposals

1. **To accept the findings of the Bristol Hackney Carriage Unmet Demand Survey and agree to introduce a limitation on the number of hackney carriage vehicles licenced that will not exceed 795 licences.**

The survey concluded that there was no unmet demand when the survey was conducted. At that time there were 795 licensed hackney carriages and therefore that is the point identified by the consultant when no unmet demand is met. Whilst the report presents the Council with options (as set out above in Para 10) the recommendation is to introduce a limitation as the other two options would likely result in further vehicles being added to the fleet at a time when there is not sufficient demand.

- 2 **Agree that any new Hackney Carriage licences that may be issued (i.e. new licences that can be issued before the cap of 795 is reached)**

only be issued in respect of vehicles that are classified as ULEV (Ultra Low Emission Vehicles - which would include hybrid vehicles), are purpose built wheelchair accessible vehicles and benefit from European Community Whole Vehicle Type Approval.

Since the survey was carried out the number of licensed hackney carriage vehicles has dropped to approximately 749. It is difficult to give a precise figure as some vehicles will be off of the road pending major repairs so there is always some fluctuation. Therefore there will be the potential to issue more licences up to the limit of 795. The proposal is that these licences are only issued in respect of ULEV vehicles as defined above. Further information regarding ULEV vehicles is attached in **Appendix C**.

3. Agree to adopt the proposed changes to the draft Hackney Carriage Vehicle and Private Hire Policies as set out in the tables below.

The last significant review of the policy provisions in relation to licencing criteria took place more than eight years ago. A number of the current provisions have been the subject of much discussion between the trade and the council and it is felt that revisions are required.

HACKNEY CARRIAGE VEHICLE POLICY			
	Change	Reason	Date of Implementation
Vehicle Licensing	To accept the findings of the Bristol Hackney Carriage Unmet Demand Survey and agree to introduce a limitation on the number of hackney carriage vehicles licenced that will not exceed 795 licences.	To reflect the results of the unmet demand survey and call from the trade.	28 February 2017
Vehicle Licensing	Any new Hackney Carriage licences that may be issued (i.e. new licences that can be issued before the cap of 795 is reached) only be issued in respect of vehicles that are classified as ULEV (Ultra Low Emission Vehicles - which	To improve air quality standards within Bristol	28 February 2017

	<p>would include hybrid vehicles), are purpose built wheelchair accessible vehicles and benefit from European Community Whole Vehicle Type Approval.</p> <p>Note – Any Hackney Carriage that is a ULEV can only be replaced with a ULEV. Applications to replace a Hackney Carriage that is not a ULEV may be replaced with a non ULEV.</p>		
Vehicle Licensing	<p>All proprietors that held a hackney carriage vehicle licence on 28 February 2017 (and subsequent holders of transferred licences) can present for licensing a replacement vehicle that can be up to three and a half years old from first registration and are EURO 6 or higher standard.</p>	<p>Reduces the cost burden on the hackney carriage trade (previously new vehicles were required to be brand new) and aligns with the private hire vehicle policy. No significant impact on the public</p>	<p>28 February 2017</p>
Age limit	<p>Provision of upper age limit of 10 years to be revised</p>	<p>To reflect the revision to the age policy – see below.</p>	<p>1 April 2018</p>
Vehicle Licensing	<p>Any vehicle first registered before 1st January 2006 will not be licensed beyond 31 March 2018.</p>	<p>The impact of this change is that vehicles which are EURO 3 and the highest polluting vehicles on the fleet will come off the fleet in 2018. The impact of this is that those proprietors with</p>	<p>1 April 2018</p>

		<p>grandfather rights will be able to keep their current vehicles for an additional 11 months.</p> <p>This change enables existing proprietors time to purchase a suitable replacement vehicle before 1 April 2018.</p>	
Vehicle Licensing	Any vehicle that does not comply with European Community Whole Vehicle Type Approval (ECWVTA) will not be licensed beyond 31 March 2018.	<p>The impact of this is that those proprietors (whose vehicle do not have ECWVTA) with grandfather rights will be able to keep their current vehicles for an additional 11 months.</p> <p>This change enables existing proprietors time to purchase a suitable replacement vehicle before 1 April 2018 and will ensure that all licensed hackney carriages have been tested to the highest possible safety standards as vehicles without ECWVTA will no longer be licensed.</p>	1 April 2018
Vehicle Licensing	Any vehicle first registered between 1st January 2006 and 31st December 2010 will not be licensed after 10 years from the date of first registration or beyond 31st March 2018.	<p>This change will remove Euro 4 vehicles when they are 10 years old or those vehicles already over 10 years of age on 31st March 2018. The impact of this is limited on the trade as this revision reflects the same provisions of the current policy.</p> <p>This will ensure the fleet is upgraded as newer vehicles will be licensed which will be of a higher Euro standard.</p>	1 April 2018
Vehicle Licensing	Any vehicle first registered between 1st January 2011 and 31st August 2015 can be relicensed until 10 years from date of	This change will remove EURO 5 vehicles when they are 10 years old. The impact of this is limited on the trade as this revision reflects the same provisions of the current policy.	1 April 2018

	first registration.	This will ensure the fleet is upgraded as newer vehicles will be licensed which will be of a higher Euro standard.	
Vehicle Licensing	Any vehicle first registered after 1st September 2015 can be licensed until 12 years from the date of first registration.	This change will extend Euro 6 or above vehicles from a 10 year age limit to 12 year age limit.	1 April 2018
Vehicle Write offs	Any vehicle written off may be replaced with another vehicle provided it is not older than the written off vehicle.	This change will relax the requirements for written off vehicles reducing the financial burden on the trade. The replacement vehicle will be of the same or better standard than the written off vehicle so there is no negative impact on the standard of the licensed fleet.	28 February 2017
Advertising	Amendment added for full wrap advertising.	This relaxes the current advertising provisions allowing all over advertising wrap which will enable the trade to maximise income through displaying advertising.	28 February 2017
Grandfather Rights	Deletion of this section	All vehicles will now be compliant with the new policy as of 1 April 2018. This means that the previous provision of not allowing renewal of some transferred hackney carriage licences no longer applies after this date.	1 April 2018
PRIVATE HIRE VEHICLE POLICY			
Wheelchair Accessibility	Any vehicle presented for licensing for the first occasion as a private hire vehicle with wheelchair accessibility shall only be licensed if the vehicle benefits from	Safety of the travelling public. Vehicles benefitting from ECWVTA have undergone more rigorous safety checks.	28 February 2017

	European Community Whole Vehicle Type Approval (ECWVTA). The applicant must produce the appropriate documentation to evidence ECWVTA at time of application.		
Write off	Any vehicle written off may be replaced with another vehicle provided it is not older than the written off vehicle.	This change will relax the requirements for written off vehicles reducing the financial burden on the trade. The replacement vehicle will be of the same or better standard than the written off vehicle so there is no negative impact on the standard of the licensed fleet.	28 February 2017
Age Limit	Provision of upper age limit of 10 years to be revised	To reflect the revision to the age policy – see below .	1 April 2018
Vehicle Licensing	Any vehicle first licensed from 1 April 2018 shall be petrol, petrol/hybrid or ULEV (excluding diesel ULEV).	This change will help to address the concerns raised by Sustainable City in respect of emissions. Exceptions to this requirement may be granted by the Licensing Manager in respect of wheelchair accessible vehicles and executive vehicles where petrol vehicles may not be available in the market place. This means that no new diesel private hire vehicles will be licensed from 1 April 2018.	1 April 2018
Vehicle Licensing	Any vehicle first registered between 31st March 2008 and 31st December 2010 will not be licensed after 10 years from the date of first	This change will remove Euro 4 vehicles when they are 10 years old. The impact of this is limited on the trade as this revision reflects the same provisions of the current	1 April 2018

	registration.	policy. This will ensure the fleet is upgraded as newer vehicles will be licensed which will be of a higher Euro standard.	
Vehicle Licensing	Any vehicle first registered between 1st January 2011 and 31st August 2015 can be relicensed until 10 years from date of first registration.	This change will remove EURO 5 vehicles when they are 10 years old. The impact of this is limited on the trade as this revision reflects the same provisions of the current policy. This will ensure the fleet is upgraded as newer vehicles will be licensed which will be of a higher Euro standard.	1 April 2018
Vehicle Licensing	Any vehicle first registered after 1st September 2015 can be licensed until 12 years from the date of first registration.	This change will extend Euro 6 or above vehicles from a 10 year age limit to 12 year age limit as per the hackney carriage vehicle policy	1 April 2018
Vehicle Licensing	Any alteration to the seating configuration or capacity of a vehicle is not permitted without prior written consent from the Council. Consent will not be given unless written confirmation from the vehicle's manufacturer is provided stating that such alterations are safe	To ensure unsafe additional seats are not added to a vehicle after manufacture.	28 February 2017
Hackney Carriage and Private Hire Vehicles – INSPECTION STANDARDS			
Tinted windows	The light transmitted through the windscreen must be at least 75%.	Previously the inspection standards stated the Council would follow the Construction and Use Regulations for the	28 February 2017

	<p>The front side windows must allow at least 70% of light to be transmitted through them.</p> <p>The remaining windows must allow at least 65% of light to be transmitted through them.</p>	<p>windscreen and apply the limit for the front side windows to the rear windows (not specified in the Regulations) but did not state the percentage limits.</p> <p>The change specifies the limits followed in the Construction and Use Regulations for the windscreen and front side windows and relaxes the provisions for the rear windows by altering the percentage of light that must be transmitted through from 70% to 65%.</p> <p>A 65% limit will ensure that the view of travelling passengers is not obscured. It also recognises that manufacture fitted tints are becoming increasingly commonplace. Often only the lowest specification model of a vehicle will be supplied with clear glass and there is no option to purchase a higher specification model with clear, glass. As a result currently applicants are spending £1,000-£1,500 on replacing the glass after purchase.</p> <p>The 5% relaxation will allow a greater number of vehicles to be licensed without the need for the windows to be replaced and without undermining public safety.</p>	
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17. The full proposed changes to the Hackney Carriage Vehicle Policy, Private

Hire Vehicle Policy and Hackney Carriage and Private Hire Vehicles – Inspection Standards are attached as **Appendix D, E and F** respectively.

18. Representatives of the taxi trade have requested that the Council relax the policy provision which requires all Hackney Carriages to be wheelchair accessible. During the considerations regarding ULEVs officers discussed with Bristol Physical Access Chain (a group of disability advisors who act as a “think tank” and work with the Council on a range of issues) and the Royal National Institute of Blind People whether these 50 vehicles could be non-wheelchair accessible. Their response was that they supported an accessible fleet and therefore could not agree to the licences for ULEVs being non wheelchair accessible. As such Officers have not proposed any amendments to the part of the policy in respect of a fully wheelchair accessible fleet.

Other Options Considered

Do nothing

19. The existing policy provisions have not been reviewed for eight years. Since that time the market has changed and we have seen a falloff in demand for hackney carriages. To do nothing would result in the situation deteriorating with more taxis being licenced and those proprietors in the trade facing hardship as a result of the need to change their vehicles in line with the more stringent policy requirements set in 2008. Furthermore the current arrangements will not help the Council move towards having a more sustainable taxi fleet. The recommendation of only allowing any new licences to be granted to ULEV vehicles will help in this respect.

Sustainable City - Comments

20. The requirement for all new hackney carriage licences to only be issued to ULEV vehicles is a positive change for air quality. The current requirement for 100% of hackney carriages to be accessible for wheelchair users does however significantly reduce the choice of vehicles on the market that can currently meet this requirement. It is hoped that the market will however respond to the demand for this type of ULEV vehicle.

Petrol vehicles are significantly better for emissions of pollutants such as nitrogen dioxide (NO₂) compared to equivalent sized diesel vehicles, particularly in relation to the actual level of real world pollution emissions which are significantly higher for diesel vehicles than the Euro emissions standards allow for. The proposed changes to limit newly licenced PHVs to Petrol, Petrol/hybrid or Ultra Low Emission Vehicles (excluding diesel ULEVs) is considered very positive for air pollution where compared to the current licencing requirements. It is also considered that it sends a strong message that a move away from diesel is needed to improve air pollution in the city.

The licencing changes result in an 11 month extension to the life of Euro 3 and older vehicles when compared to existing policy. The implications for air quality of these proposed changes are negative. This will have an adverse impact on emissions during that period and be neutral thereafter.

A relaxation of the requirement for vehicles that have been written off has a small negative air quality impact when compared to the baseline of the existing policy. The relaxation of a requirement for new vehicles to have delivery mileage to being 3.5 years old is also negative from an air quality perspective.

Replacement of vehicles after 10 years (excluding Euro 6) will see a rolling replacement of vehicles and is in line with current policy and therefore is neutral in terms of air quality impacts when compared to existing licencing policy.

The change to require all new all vehicles presented for licensing on the first occasion to be a Euro 6 vehicle (one which has been registered after September 2015) brings it in line with the current policy which has a requirement for new vehicles which would all currently be Euro 6. This change is therefore neutral in regards to air quality impacts.

The proposal to allow vehicles to be licenced for 12 years rather than the current maximum of 10 years will have negative air quality impacts in the long term (10 + years) as older Euro 6 vehicles will be allowed to operate until 2030 rather than 2028. Whilst Euro 6 diesels are an improvement in terms of harmful air pollutant emissions over Euro 5 diesels, they are still performing relatively poorly when compared to equivalent petrol vehicles and are likely to be significantly worse for emissions when compared to new vehicles being sold in 3-4 years' time due to the proposed more stringent Euro testing standards being introduced over the next few years.

The proposed changes to hackney carriage and private hire vehicle licencing policy are likely to have mixed impacts upon air quality over the next 12 years when compared to a baseline of the licencing policy currently in place. The actual effects will depend on how the operators respond and how the vehicle manufacturers respond.

21. Risk Assessment

The risks associated with the implementation of the recommendations of the report							
No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
		1	Any policy decision is open to challenge		Low	Low	

The risks associated with <u>not</u> implementing the recommendations of the report							
No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of mitigation)	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
		1	Failure to amend the policy as recommended could lead to legal challenges, costs to the council and adversely affect the council's reputation and relationship with the trade		Medium	Medium	

Equalities Impact Assessment

22. An Equality Impact Assessment has been produced and is attached as **Appendix G**.

Legal and Resource Implications

Legal:

23. The Town Police Clauses Act 1847 gives the Council discretion to decide which vehicles it will licence as far as age, size, type and colour are concerned. In applying this discretion, members need to have consideration of their statutory obligations under the human rights and equalities legislation.

Under Article 1 of the first protocol to the convention on Human Rights, there are rights relating to property which would apply in respect of vehicles:

"Protection of property

Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general Principles of international law.

The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties."

Whilst there is no question of dispossessing, there is a proposed alteration to the controls of the use of vehicles. Hackney Carriage and Private Hire Vehicles which are wheel chair accessible would be required to benefit from European Community Whole vehicle type approval from 1 April 2018. Also, a requirement that all vehicles be petrol, petrol hybrid or ULEV (excluding diesel ULEV) from 1st April 2018.

Vehicles currently licensed would therefore not be affected which would limit the impact in this regard.

All other proposals relating to Hackney Carriage Vehicles and Private Hire vehicles

relax the current conditions in relation to the age of first and last licensing and the replacement of same age written off vehicles, advertising and vehicle standards and would therefore not impact on Human Rights.

As far as equalities law is concerned, the committee, as the decision maker, is responsible for considering the Council's obligations across the range of equalities law. The test is an objective one so unlawful discrimination can therefore arise even if the decision maker was ignorant of a relevant fact. To that end an equalities impact assessment is a tool for decision makers looking to adopt new policies to enable a reasoned judgment to be made of any discrimination that may result from the adoption of the policy and in particular to enable assessment of any disproportionate impact on one group compared to their counterparts in another group.

In exercise of its discretion, the council must only use its powers for the purpose for which they were conferred and not for some ulterior motive.

There may be an inadvertent benefit to the manufacturers of ECWVTA vehicles but providing the motive for adopting this condition is safety of the travelling public, then the decision will be lawful.

The purpose of the discretion to licence vehicles can be fairly summarised as one of the protection, safety and comfort of the travelling public. The officer recommendations in relation to improved safety checks and those aimed at reducing harmful emissions can reasonably be judged to be directed at achieving those goals.

Other proposals relate to the relaxing of current conditions in relation to the age of vehicle which may be licensed and members may wish to consider what impact, if any, this has on public safety when balanced against the safety and environmental restrictions proposed.

Consideration may also need to be given as to whether the proposal for allowing a hackney carriage vehicle to have a full body advertising wrap can be consistent with the Bristol Blue livery condition and whether there are any public safety implications resulting therefrom.

Legal advice given by: Ashley Clark

Financial:

This report seeks Committee's approval to a number of policy changes for the licensing of Hackney Carriages and Private hire vehicles. Other than the cost of officer time there are no additional costs arising from implementation of the proposed changes. However Committee will note that restricting the number of licenses for Hackney carriages will limit the income available – although the report does highlight the proposed cap is higher than current number of licenses issued.

The budgeted income for taxi licensing is some £450k which falls part of the wider £1.2m licensing income budget within Citizen Services. However there is revenue growth pressure of some £300k identified in the 2017/18 budget relating to this service. This will be held as a central provision pending further review and

realisation. There are no proposals within the report to increase licensing fees.

Finance advice given by: Chris Holme – Interim Head of Corporate Finance

Land

Not applicable

Personnel

Not applicable

Appendices:

- Appendix A Bristol Hackney Carriage Unmet Demand Survey
- Appendix B Transport for London – Changes to HCV/PHV Policy
- Appendix C Ultra Low Emission Vehicles – Further Information
- Appendix D Draft Hackney Carriage Vehicle Policy
- Appendix E Draft Private Hire Vehicle Policy
- Appendix F Hackney Carriage and Private Hire Vehicles – Inspection Standards
- Appendix G Equalities Impact Relevance Check

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Background Papers:

West of England Devolution Agreement

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/508112/160315_West_of_England_Devolution_Agreement_Draft_-_FINAL.pdf