

ESSENTIAL REFERENCE PAPER 'C'

Response 1 (received on 27th August 2019):

Dear Sir/Madam,

Thank you for the welcome news regarding capping vehicle and driver licences. I must say I have been asking about this for years to no avail. At last, a sensible outcome has been reached for all concerned. I think the number of licences should be allowed to drop to 180-190. This in itself would take a number of years to achieve at the rate licences are currently surrendered or lapsed.

I did read through some of the related agendas to this meeting, and was particularly drawn to one part regarding public safety, and EHDC being ultimately responsible for the safety of passengers. If this is the case, how come drivers and vehicles from other areas (ie TFL, Broxbourne, Dacorum, Welwyn Hatfield) are freely allowed to convey passengers within East Herts? Surely there is scope to deal with this if that original statement has any truth in it. Not to mention the effect this has on EHDC drivers' earnings.

But congratulations for the former.

REDACTED Dual driver **REDACTED**

Response from the Licensing Team:

Dear **REDACTED**

Thank you for your email and your response regarding the number at which Hackney Carriage vehicle licences should be capped will be put before the Licensing Committee for consideration.

With regards to vehicles licensed elsewhere carrying out work in East Herts as you will be aware Hackney Carriages can carry out private hire work anywhere in the country, private hire operators can

subcontract work and the way Uber operates is considered legal by the courts. If a vehicle is operating illegally then we can take action but there are lots of different circumstances which allow out of area vehicles to operate in the District to a greater or lesser extent.

Our responsibility regarding public safety relates to the licences we issue and investigating and stopping those that operate illegally. If a vehicle is not working illegally then the statutory responsibilities in relation to that licence fall to the issuing authority.

We, like the trade, have pushed for a change in the primary legislation that controls the taxi trade but this has not happened which leaves us trying to operate using laws that are not fit for the modern age. If you wish to affect change I would suggest writing to your MP detailing your concerns and asking when new legislation will be made. I am afraid that it will be some considerable period of time as Government will be embroiled in Brexit and its aftermath for some time to come.

Regards

Oliver Rawlings

Service Manager – Licensing and Enforcement