



Licensing

Committee

Tue 18 Aug
2026
7.00 pm

Oakenshaw Community
Centre, Castleditch
Lane, B98 7YB

If you have any queries on this Agenda please contact

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GUIDANCE ON FACE-TO-FACE MEETINGS

Please note that this is a public meeting and is open to the public to attend.

If you have any questions regarding the agenda or attached papers, please do not hesitate to contact the officer named above.

PUBLIC SPEAKING

The total maximum time permitted for public speaking is 15 minutes and the time limit for individual speakers is 3 minutes.

Only those members of the public who have registered to speak in advance of the meeting will be permitted to do so.

To register to speak you must contact Democratic Services by phone on 01527 64252 ext 3304, or email gavin.day@bromsgroveandredditch.gov.uk before 12 noon on Friday 14th August 2026.

When registering to speak you must give your name and contact telephone number and indicate which agenda item you wish to speak about, and whether you are in support of or opposed to the officer recommendation.

Notes:

Although this is a public meeting, there are circumstances when Council might have to move into closed session to consider exempt or confidential information. For agenda items that are exempt, the public and press are excluded.

Licensing

Tuesday, 18th August, 2026

7.00 pm

Oakenshaw Community Centre

Agenda

Membership:

Cllrs:

Nic Pioli (Chair)
Simon Farmer (Vice-Chair)
Juliet Barker Smith
Roger Bennett
Brandon Clayton
Matthew Dormer

Sharon Harvey
Joanna Kane
Wanda King
Gary Slim
Monica Stringfellow

1. Apologies
2. Declarations of Interest

To invite Councillors to declare any Disclosable Pecuniary Interests and / or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.

3. Minutes (Pages 5 - 12)
4. Public Speaking
5. Hackney Carriage Table of Fares - Request for Variation - Consideration Of Objection Received (Pages 13 - 24)
6. Hackney Carriage and Private Hire Vehicle Age Limits – Consideration of Responses to Consultation (Pages 25 - 52)
7. Work Programme (Pages 53 - 54)
8. Exclusion of the Public and Press

In the opinion of the Chief Executive, the meeting will not be, or is unlikely to be open to the Public at the time the following items of business are considered for the reasons stated. The Committee will be asked to pass the following resolution:

“that under S.100 I of the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) Order 2006, the public be excluded from the meeting for the following item(s) of business on the grounds that it/they involve(s) the likely disclosure of exempt information as defined in the following paragraphs of Part 1 of Schedule 12 (A) of the said Act, as amended:

- Paragraph 1 – Any Individuals
- Paragraph 2 – Identity of Individuals

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- **Paragraph 3 – Financial or Business Affairs**
- **Paragraph 7 – The Prosecution of a Crime.”**

9. Officer Update(s) - Enforcement and Appeal Matters

(In view of the fact that information may be revealed in relation to individuals, the identities and financial or business affairs of those individuals and the prosecution of crimes, any reports will be confidential and circulated to Members and relevant Officers only.)

10. Urgent Business

To consider any Urgent Reports, details of which have been notified to the Assistant Director of Legal, Democratic and Procurement Services prior to the commencement of the meeting and which the Chair, by reason of special circumstances, considers to be of so urgent a nature that it cannot wait until the next meeting.

Licensing Committee

Thursday, 4th June, 2026

MINUTES

Present:

Councillor Nic Pioli (Chair), Councillor Simon Farmer (Vice-Chair) and Councillors Juliet Barker Smith, Roger Bennett, Matthew Dormer, Sharon Harvey, Joanna Kane, Gary Slim and Monica Stringfellow

Officers:

Kiran Lahel (Worcestershire Regulatory Services), Hazel Powell (Worcestershire Regulatory Services) and Michael Clohessy (Solicitor, Anthony Collins)

Democratic Services Officers:

M Sliwinski

1. APOLOGIES

Apologies for absence were received on behalf of Councillors Clayton and King.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES

The minutes of the Licensing Committee meeting of 2nd April 2026 were presented to Members.

RESOLVED that

The minutes of the Licensing Committee meeting held on 2nd April 2026 be approved as true and accurate record and signed by the Chair.

4. PUBLIC SPEAKING

There was no public speaking.

5. HACKNEY CARRIAGE TABLE OF FARES - REQUEST FOR VARIATION

Chair

Licensing Committee

Thursday, 4th June, 2026

The Principal Licensing Officer, Worcestershire Regulatory Services (WRS), presented the report to Members. The purpose of the report was to consider an increase in the hackney carriage table of fares, as set out in Appendix 3 to the report.

Officers detailed that in considering the annual review of the hackney carriage tables of fares, the Redditch Taxi Association (RTA) were initially contacted in February 2026 to ask whether the RTA would be seeking to vary the tables of fares for the next 12-month period. At that time, the RTA confirmed that no change to the fares was required.

The views of the Redditch Taxi Association in February 2026 were reported back to the Licensing Committee on 9th March 2026. The Committee accepted those views, but in light of the conflict in the middle east causing instability in the economy and fluctuating fuel prices, requested that the matter remain under review.

The Redditch Taxi Association (RTA) were contacted again on 5th May 2026. The RTA had now proposed an increase to the 'hiring charge' on all three tariffs by £0.20p, citing concerns with the petrol and diesel prices remaining high since early March, the cost of living increases, and trade competition from licensed vehicles operating within the Redditch area but licensed by other licensing authorities.

There was no proposal to change the existing tariff for any distance travelled otherwise known as the "mileage" charge rate.

Making the requested amendments would increase the cost of a 2-mile journey in a Hackney Carriage licensed by the Council on tariff one (the standard unit under which comparisons are made) from £6.65 to £6.85. which was a 3.0% increase.

Legislation dictated that any increase in fares must be preceded by publishing a public notice which would be in a local newspaper, objections would be invited for 14 days from the date of this publication. Should none be received, the new fares would come into force on 6th July 2026. Should objections be received these would be considered by the Licensing Committee.

Members expressed the view that the proposed increase to the 'hiring charge' represented a fair proposal given the economic conditions and fuel prices. A question was asked regarding the frequency of the requests by Redditch Taxi Association (RTA) to vary the tables of fares. Officers responded that an increase to the 'hiring charge' element of the tables of fares was also requested last year but this followed a number of previous years when no

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changes were requested or made to the hackney carriage tables of fares.

The resolutions as printed in the report were moved by Councillor Matt Dormer and seconded by Councillor Sharon Harvey.

On being put to the vote it was

RESOLVED that

- 1) The proposed table of taxi fares as set out in Appendix 3 be advertised as a public notice and objections from the public invited in accordance with the requirements of section 65, Local Government (Miscellaneous Provisions) Act, 1976.**
- 2) If no objections are received from the public within 14 days of publication of the notice that the proposed tariff will come into effect on 6th July 2026.**
- 3) If objections are received in the stated time, that the matter will be considered further at the next meeting of the Licensing Committee, and a decision made as to whether the variations to the table of fares should be made.**

6. HACKNEY CARRIAGE AND PRIVATE HIRE FEES AND CHARGES - UPDATE REPORT ON THE CONSIDERATION OF OBJECTIONS RECEIVED

The Licensing and Support Services Manager, Worcestershire Regulatory Services (WRS), presented the report to Members. The purpose of the report was to consider representations received in objection to the increase in licence fees associated with Hackney Carriage and Private Hire vehicle licences and operator licences.

Officers explained that as part of the legal agreement established with the formation of WRS, licensing remains a reserved matter. Thus, all policy decisions in licensing as well as income and fee setting remained the responsibility of the full Council at Redditch.

The proposal in the report for a 3% increase to the Hackney Carriage and Private Hire vehicle licences and operator licenses for 2026/27 was calculated as to enable the service to achieve a cost recovery (cost-neutral) position for the service. The Council was not legally allowed to make a profit from its licensing service. In response to a Member question, it was explained that the decision that the Hackney Carriage and Private Hire vehicle licences and operator licences (as well as other licensing) should be self-

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financing was made by all WRS partner authorities upon the formation of WRS Board.

In accordance with section 70(1) of The Local Government (Miscellaneous Provisions) Act 1976, on 14th January 2026, a notice appeared in the Redditch Advertiser announcing the 3% proposed fee increases referenced in paragraph 3.2 of the report and inviting objections within 28 days of the date of newspaper's publication. A copy of the notice was also placed at the Council's offices. The last date for objections was 10th February 2026.

It was reported that the licensing service received two objections, attached at Appendices 1 and 2, to the proposed 3% fee increases for Hackney Carriage and Private Hire vehicle licences and operator licences.

Officers stated that if licensing application projections remain the same as for 2025/26 and there is no fee change to the Hackney Carriage and Private Hire personal licences and operator licences for 2026/27, the service would run at a deficit of between £4,000 and £5,000 for 2026/27.

It was noted that in proposing the 3% increase a number of variables had been analysed and costed including (but not restricted to):

- Officer costs – inclusive of the salary pay award approved in April 2026, which was a 3.3% increase. All officers involved in the licensing process were taken into account including WRS officers, and Democratic Services and Legal officers.
- The number of Committee and Sub-Committee meetings taking place across the year. In 2025/26 there were 16 Licensing Sub-Committees and 6 Licensing Parent Committees administered.
- The total number of Taxi applications processed throughout the year. In Redditch in 2025/26 there were: 175 Hackney Carriage Vehicle (HCV) applications and 228 Private Hire Vehicle (PCV) applications processed.
- Driver licences processed (although this was not included in the objections received).

Members queried the actual values for each of the variables considered in working out the proposed licensing fee variation for Hackney Carriage and Private Hire vehicle licences and operator licences. Officers responded that a standard cost formula was applied to each of the variables by the Council's finance team which undertook the calculations. Some Members pointed out that even though the factors which were considered and the outcome of

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calculations was set out in the report, full details of the cost formula applied had not been made available to Members.

It was noted that all the districts in the county set their own fees in respect of Hackney Carriage and Private Hire vehicle licences and operator licences.

Members discussed the objections that had been raised to the proposed fee increases. Reference was made to comments in the objections that there had been delays in the processing of applications for vehicle licences and driver licences. The Principal Licensing Officer responded that WRS officers had met with the taxi trade as part of the taxi forum. A lot of the issues raised by the taxi trade revolved around the application forms. It was explained that due to the current process, the WRS often received application information in parts. This had significantly lengthened the processing time for applications. The WRS was now putting an online application process in place, with both the vehicle and driver online application forms to go live later in June 2026. This would enable application queries to be dealt with through the online portal.

During the debate, some Members commented that the current licensing service model at Redditch was unviable in the context of the licensing application fees being significantly cheaper at Wolverhampton City Council, and even significant reductions in the fees charged by Redditch Borough Council would likely not lead to any substantial increase in the number of applications received by Redditch. It was explained that due to the volume of drivers submitting applications with Wolverhampton City Council there were economies of scale allowing Wolverhampton to offer low application fees.

Some Members expressed the view that the rigorous licensing conditions set by Redditch Borough Council, for example the mandatory twice-yearly compliance testing of vehicles, were beneficial to the standard of taxis licensed in Redditch and should be retained. Members queried whether the Council would be able to sustain the financial impact if the licensing fees were to be capped at the current level for 2026/27. Officers provided an affirmative reply that the Council could afford to freeze fees in this area.

A recommendation was proposed by Councillor Sharon Harvey and seconded by Councillor Gary Slim that the licence fees in respect of Hackney Carriage and Private Hire vehicle licences and operator licences for 2026/27 remain at the current level.

An alternative recommendation was proposed by Councillor Matt Dormer and seconded by Councillor Roger Bennett that the licence fees in respect of Hackney Carriage and Private Hire vehicle

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licences and operator licences be reduced by 5% for 2026/27 compared to the current fee levels.

In response to a question about the impact of a 5% decrease to the Hackney Carriage and Private Hire vehicle licence and operator licence fees, officers confirmed that the projected operating deficit to the licensing service would be double that of the projected loss if the fees were to remain unchanged.

A Member commented that he proposed the 5% decrease to the fees as the taxi trade should be supported by the Council at this time and highlighted that there was currently not enough enforcement checks on the taxi ranks undertaken in Redditch among other issues highlighted in other parts of the discussion.

Another Member questioned whether decreasing the fees would not set a precedent and make the service increasingly unaffordable to the Council in future years. It was highlighted that capping the fees for 2026/27 at the current level would already result in a deficit to the Council.

The recommendations were put to the vote in the order they were proposed.

On the recommendation that the licence fees in respect of Hackney Carriage and Private Hire vehicle licences and operator licences for 2026/27 remain at the current level (as set for 2025/26) being put to the vote, the majority of members present voted in favour. Therefore, it was:

RECOMMENDED to Council that

The licence fee in respect of Hackney Carriage and Private Hire vehicle licences and operator licences for 2026/27 remain at the current fee level.

7. WORK PROGRAMME

Officers detailed that the Annual Licensing Policy review would be reported to the Licensing Committee in October 2026. In addition, should objections be raised to the Hackney Carriage table of fares or variation contained therein, this would need to be reported for consideration at the next Licensing Committee meeting for decision. Another meeting might therefore be required before October 2026.

Members requested that an annual report of licensing enforcement activity be added to the Committee work programme.

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A Member asked whether it was planned to organise elected member visits to the compliance testing facility for Hackney Carriage and Private Hire Vehicles at the Crossgates Depot, as was done in the past few years, so Members could view the process and speak to the Taxi engineers who undertake the safety inspections. A Member commented that she had undertaken such a visit in the previous municipal year and had found it informative, therefore, encouraged that the member visits should also take place this year if possible.

8. EXCLUSION OF THE PUBLIC AND PRESS

It was confirmed that the Committee would not be moving to exempt session for item 9 on the agenda (Minute No. 9) – Officer Update(s) – Enforcement and Appeal Matters. The Committee remained in public session for that item.

9. OFFICER UPDATE(S) - ENFORCEMENT AND APPEAL MATTERS

Officers reported that a taxi enforcement operation had recently been undertaken in Redditch by Worcestershire Regulatory Services (WRS) jointly with Redditch Borough Council's Licensing Officers and officers from West Mercia Police.

During the enforcement operation, 17 Redditch Borough Council registered taxis were stopped. 10 were found to be compliant on the spot.

Of the 7 vehicles referred for further checks at the Crossgates Depot, 5 were found to be safe on inspection, but 2 vehicles were found to be unsafe. The two vehicles in question were one private hire vehicle and one hackney carriage licensed vehicle, both of which were found to have defective tyres. The licence holders of these two vehicles were suspended following the checks and it was planned that these licence holders would have their licences reviewed before the Licensing Sub-Committee (Taxis).

Following this update, Members asked if during the enforcement operation any vehicles licensed by Wolverhampton City Council were also stopped. It was responded that 11 Wolverhampton-licensed vehicles were stopped as part of the operation of which enforcement action was taken in respect of the licence holders of 4 of these vehicles.

In response to a further question, it was confirmed that Wolverhampton City Council officers participated in many of the enforcement operations jointly with the district councils in the area.

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10. URGENT BUSINESS

There was no urgent business.

The Meeting commenced at 7.04 pm
and closed at 7.58 pm

REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE****18th AUGUST 2026****HACKNEY CARRIAGE TABLE OF FARES – REQUEST FOR VARIATION**
CONSIDERATION OF OBJECTION RECEIVED

Relevant Portfolio Holder	Councillor M Dormer
Portfolio Holder Consulted	No
Relevant Head of Service	Simon Wilkes – Director of Worcestershire Regulatory Services
Report Author	Hazel Powell Job Title: Principal Officer - Licensing Contact email: Hazel.powell@worcsregservices.gov.uk Contact Tel: 01562 738054
Wards Affected	All Wards
Ward Councillor(s) consulted	N/A
Relevant Strategic Purpose(s)	N/A
Non-Key Decision	
If you have any questions about this report, please contact the report author in advance of the meeting.	

1. RECOMMENDATIONS

That the Licensing Committee considers the objection received to the proposed table of fares and RESOLVE to bring into force the varied table of fares shown at Appendix 1 with effect from 24 August 2026.

2. BACKGROUND

The Council has responsibility under the Local Government (Miscellaneous Provisions) Act 1976, for setting the maximum fares that can be charged by hackney carriage vehicles licensed to operate within the district.

At its meeting of 4 June 2026, the Licensing Committee approved the advertisement of a proposed variation to the existing table of fares. Members are now asked to consider an objection received in respect of the proposed varied table of fares.

3. OPERATIONAL IMPLICATIONS

- 3.1 The Council has responsibility under the Local Government (Miscellaneous Provisions) Act 1976, for setting the maximum fares that can be charged by hackney carriage vehicles licensed to operate within the district.

REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE****18th AUGUST 2026**

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- 3.2 Hackney Carriage ("Taxi") fares are made up of an initial hiring charge and a "mileage" rate, both of which are expressed in terms of distance and / or time per unit cost. This is because when a hired taxi is stationary or moving slowly in traffic the meter continues charging, but by time, instead of distance.
- 3.3 The table of fares applies only to hackney carriage vehicles. Private hire operators are free to agree their hiring charges in advance with their customers, normally at the time of booking the journey.
- 3.4 On 4 June 2026, the Licensing Committee approved the advertisement of a proposed variation to the existing table of fares for hackney carriages. The proposed varied table of fares approved for advertisement is shown at **Appendix 1**.
- 3.5 The proposed variation to the hackney carriage fare was initially advertised with a closing date for objections of 24 June 2026 however, due to an error within the notice, the notice was re-advertised setting a new closing date for objections of 29 July 2026.
- 3.6 An objection to the proposed table of fares has been received from a member of the public on the basis that they believe the Council's table of fares should only display metric units (metres and kilometres).
- 3.7 The objection received raises no opposition to the proposed increase to the maximum cost of journeys undertaken in hackney carriages. The objection relates only to the use of imperial units of measurement (yards and miles). A copy of the objection received can be seen at **Appendix 2**.
- 3.8 The proposed varied table of fares shows distances expressed in both metric (metres) and imperial units of measurement (yards and miles).
- 3.9 The current format of the table of fares is compliant with current legislation and is clear and understandable for passengers and licence holders. It is consistent with most fare tables published by other local authorities across the country.
- 3.10 Officers, in considering the setting of the table of fares, have referred to the publication entitled "Button on Taxi's: Licensing Law and Practice". The publication is written by the acknowledged expert in Hackney Carriage Licensing, James T H Button who has a very helpful note regarding fares and why they should be in miles, yards, feet and inches. James Button states - "it is permissible for the metric equivalent to be shown as well."

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3.11 This is based on the exception under reg 5(2) of the Units of Measurement Regs 1995, which excludes metric units from road signs, distance, and speed measurement - miles, yards remain the lawful unit of measurement because a taximeter measures by distance and time and would therefore appear to fall within the exception. The relevant excerpt from the regulations is detailed in the below paragraph.

3.12 The Units of Measurement Regulations 1995**Exceptions**

5.— (1) Nothing in these Regulations shall apply in relation to any supplementary indication; and in this paragraph “supplementary indication” has the same meaning as it has in section 8(5A) of the Weights and Measures Act 1985.[\(1\)](#)

(2) Nothing in these Regulations shall apply in relation to any of the uses of relevant imperial units which are permitted by Article 1(b) of the Units of Measurement Directive, that is to say—

(a) the use of the mile, yard, foot or inch for road traffic signs, distance and speed measurement;

(b) the use of the pint for dispensing draught beer and cider;

(c) the use of the pint for milk in returnable containers;

(d) the use of the acre for land registration; and

(e) the use of the troy ounce for transactions in precious metals.

(3) Nothing in these Regulations shall apply in relation to any use of a relevant imperial unit which is permitted by Article 2(b) of the Units of Measurement Directive (use in the field of air and sea transport and rail traffic of units laid down in international conventions or agreements).

(4) Nothing in these Regulations shall apply in relation to any contract to which regulation 11(1) of the Units of Measurement Regulations 1986[\(2\)](#) applies.

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- 3.13 Officers also considered the point that the Odometers in most UK vehicles, measure in miles and tenths of a mile. This would also appear to be the most easily understood measurement for passengers many of whom may also be drivers.
- 3.14 Speedometers usually display the miles per hour travelled as the main measurement but also often display a second measurement showing the equivalent in kilometres per hour.
- 3.15 The purpose of the Table of Fares is to ensure that passengers have knowledge of what the expected charges will be when undertaking their journeys.
- 3.16 Members are asked to consider the objection received to the proposed table of fares and resolve to bring the revised table of fares at **Appendix 1** into force on 24 August 2026.

4. FINANCIAL IMPLICATIONS

- 4.1 The costs of advertising the proposed variations to the table of fares for hackney carriages was met from existing budgets held by Worcestershire Regulatory Services.

5. LEGAL IMPLICATIONS

- 5.1 Section 65 (1) of the Local Government (Miscellaneous Provisions) Act 1976 states that a district council may fix the rates or fares within the district as well for time as distance, and all other charges in connection with the hire of a vehicle or with the arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as a "table of fares") made or varied in accordance with the provisions of this section.
- 5.2 Section 65(2) of the Local Government (Miscellaneous Provisions) Act 1976 further states:
- a) When a district council make or vary a table of fares they shall publish in at least one local newspaper circulating in the district a notice setting out the table of fares or the variation thereof and specifying the period, which shall not be less than fourteen days from the date of the first publication of the notice, within which and the manner in which objections to the table of fares or variation can be made.

REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE****18th AUGUST 2026**

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- b) A copy of the notice referred to in paragraph (a) of this subsection shall for the period of fourteen days from the date of the first publication thereof be deposited at the offices of the council which published the notice and shall at all reasonable hours be open to public inspection without payment.
- 5.3 If no objection to a table of fares or variation is duly made within the period specified in the notice referred to in section 65 (2), or if all objections so made are withdrawn, the table of fares or variation shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever date is the later.
- 5.4 If objections are made and are not withdrawn, the district council must set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications as decided by them after consideration of the objections.

6. OTHER - IMPLICATIONS**Relevant Strategic Purpose**

- 6.1 The Council, in setting maximum Hackney Carriage fares at an appropriate level, aids sufficient provision of Hackey Carriages across the borough which supports residents and local businesses. By maintaining a resilient transport network, the Council supports resident's movement across the borough which includes journeys relating to employment and to access leisure and other amenities. This clearly supports local businesses and the Council's Economy, Regeneration & Prosperity priority.

Climate Change Implications

- 6.2 None arising from this report.

Equalities and Diversity Implications

- 6.3 None arising from this report.

7. RISK MANAGEMENT

- 7.1 None arising from this report.

LICENSING COMMITTEE

18th AUGUST 2026

8. APPENDICES

Appendix 1 – Proposed Varied Table of Fares

Appendix 2 – Objection received

Proposed Table of Fares

TABLE OF FARES FOR HACKNEY CARRIAGES

	Tariff One	Tariff Two	Tariff Three
For the first 880 yards (804.7 metres approx.) or part thereof	£4.60	£5.97	£8.12
For each subsequent 176 yards (160.9 metres approx.)	£0.15	£0.15	£0.30
Equivalent to: 1 st one mile distance 1760 yards (1609 metres approx.)	£5.35	£6.72	£9.62
For each subsequent one mile distance 1760 yards (1609 metres approx.)	£1.50	£1.50	£3.00
Waiting time – for each 30 seconds	£0.10	£0.10	£0.20
Extra Charges			
For each dog (except guide dogs)	£1.50		
For each passenger in excess of 6	£0.50		
Explanation of Tariffs Applicable			
Tariff One	6am – Midnight		
Tariff Two	Midnight – 6am <u>and</u> on designated public holidays		
Tariff Three	Christmas Day, Boxing Day and New Years Day		
Note if the vehicle or seating is so soiled by any passenger or animal as to require cleaning, the proprietor may make a charge. This must be made clear to the passenger at the end of the journey there will be a maximum charge of £75.00.			

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15th June 2026

Licensing and Support Services Manager,
 Redditch Borough Council,
 C/o Worcestershire Regulatory Services,
 Wyre Forest House,
 Finepoint Way,
 Kidderminster, DY11 7WF

Dear Sir,

Re: **Variation of the table of fares for Hackney Carriages -
 Public Notice dated 10 June 2026, published in the Redditch Advertiser.**

I'm writing to object to the table of fares shown.
 I am not objecting to any change (increase or decrease) to the fares charged.

Like in previous years I'm strongly objecting to the use of yards and miles.
 I've explained previously the legislation about the use of imperial units (miles, and yards)
only applies to Highway traffic signage - on roads
 And if you do not know, the DfT Highways' Manual uses only metric units.

The taxi tariff s/fares should ONLY be in metric units, (metres and kilometres). A
 colleague described the advertised table as a 'dog's breakfast type of document'.

**** For the benefit of councillors who were not present at the meeting held on 15 May 2025, I strongly objected to the chairman of that meeting (former Councillor Sachin Mathur) - he refused to consider the much simpler and clearer table I provided, and did not even bother to circulate it for the committee members to consider its merits.**

I have enclosed, a document showing the taxi fares for Oxford City which only uses metric units. However, it's obvious that the values are just conversions, for example:-
 536 m = 1/3 mile; 1608 m = 1 mile; 6432 m = 4 miles. I've also enclosed a copy of the taxi fare tariff for Worcester City which unfortunately shows imperial equivalents.

I'll repeat, surely RBC / WRS officers are capable of producing a simple table showing the equivalent METRIC ONLY fares, for example:

Cost (£) per km,
 Cost (£) per 250 m,
 plus, other suitable values like for 5 km.

And make the values sensible integers - no conversions producing decimal places!

Turn over



- 2 -

Below is a simple table I've prepared – similar to the one which Councillor Sachin Mathur failed to circulate to his committee members last year; it has been updated to show the proposed increase.

REDDITCH BOROUGH COUNCIL

SECTION 65 – LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

VARIATION OF THE TABLE OF FARES FOR HACKNEY CARRIAGES

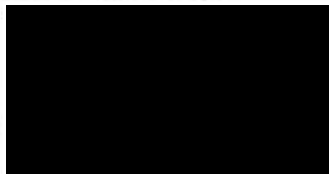
NOTICE IS HEREBY GIVEN that the Council proposes to vary the table of fares for the hiring of hackney carriages plying for hire within the Borough of Redditch to that set out below:-

	Tariff One	Tariff Two	Tariff Three
For the first 750 metres (¾ km) or part thereof	£4.30	£5.60	£7.60
For each subsequent 200 metres	£0.20	£0.20	£0.40
Equivalent to: the first 1 km distance (1000 metres)	£5.70	£7.50	£10.15
For each subsequent kilometre distance	£1.70	£1.70	£3.20
Waiting time – for each 30 seconds	£0.10	£0.10	£0.20
Extra Charges			
For each dog (except guide dogs)	£1.50		
For each passenger in excess of 6	£0.50		
Explanation of Tariffs Applicable			
Tariff One	6 am - Midnight		
Tariff Two	Midnight – 6 am & on designated public holidays		
Tariff Three	Christmas Day, Boxing Day & New Years Day		
Note if the vehicle or seating is so soiled by any passenger or animal as to require cleaning, the proprietor may make a charge. This must be made clear to the passenger at the end of the journey there will be a maximum charge of £75.00			

Kindly ensure all members of the RBC Taxi Committee are given copies of this correspondence and are given time to read through it.

Thank you.

Yours faithfully,



Footnote: a very interesting bit of history:-

In 1904, 333 MPs were in favour of fully adopting the metric system for all official purposes; see:-

<https://metricviews.uk/2024/02/23/house-of-lords-votes-in-favour-of-full-adoption-of-the-metric-system/>

HACKNEY CARRIAGE TAXI FARES IN OXFORD CITY

We set fares for Hackney Carriage taxis within Oxford. Fares are charged by meter. Outside Oxford you should negotiate a fare or agree a tariff for the meter.

The driver must, unless he has reasonable excuse, accept any hiring within the Oxford city boundary if the destination is also within the Oxford city boundary. The fare for such a journey, shown below, will be calculated by the taxi meter.

The driver does not have to accept journeys that end outside the Oxford city boundary; the fare or rate of fare must be by agreement between the hirer and driver before the journey commences. The fare is likely to be higher than within the City as drivers cannot accept a return hiring. Where no such agreement exists then the scale of charges applicable to journeys within the City shown below will apply.

Maximum fares set by us for licensed Hackney Carriage Vehicles operative from 22 February 2024 can be found below:

General tariffs

- £0.20 for each passenger above one
- £0.10 for each item of baggage carried outside the passenger compartment
- £1.00 for each adult bicycle
- £50.00 charge for cleaning the inside of a vehicle when soiled

Tariff 1 –Day rates

Tariff 1 applies 6am to 10pm from Monday to Friday and 6am to 6pm on Saturday

- £2.80 for the first 53.6 metres (or part thereof)
- £0.10 for each subsequent 47.3 metres or part thereof until 1609 metres
- £0.10 for each subsequent 80.4 metres or part thereof until 6432 metres
- £0.10 for each subsequent 48.7 metres or part thereof
- £0.10 for every 18 seconds of waiting time or part thereof £20 per hour
- £1.00 for each trunk carried

Tariff 2–Night and bank holiday rates

Tariff 2 applies 10pm to 2am from Monday to Friday and Sunday, 6pm to 2am on Saturday, all public holidays (except Tariff 3).

- £3.00 for the first 46 metres (or part thereof)
- £0.10 for each subsequent 46 metres or part thereof until 2208 metres
- £0.10 for each subsequent 80.5 metres or part thereof until 6432 metres
- £0.10 for each subsequent 48.7 metres or part thereof
- £0.10 for every 18 seconds of waiting time or part thereof £20 per hour
- £1.00 for each trunk carried

Tariff 3

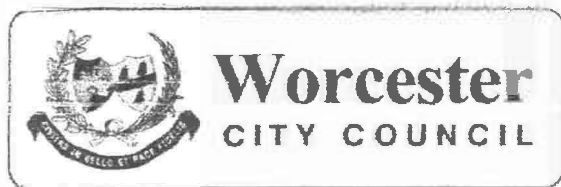
Tariff 3 applies 2am to 6am daily, from 8pm on 24 December to 6am on 27 December and from 8pm on 31 December to 6am on 2 January

- £3.00 for the first 64.3 metres or part thereof
- £0.15 for each subsequent 64.3 metres or part thereof until 1608 metres
- £0.15 for each subsequent 80.4 metres or part thereof until 6432 metres
- £0.15 for each subsequent 73.1 metres or part thereof
- £0.10 for every 12 seconds of waiting time or part thereof £20 per hour
- £1.50 for each trunk carried

Additional Charges

- £0.30 for each passenger in excess of one
- £0.10 for each article of baggage carried outside the passenger compartment of the cab
- £2.00 for each pedal cycle carried
- £0.10 for each wheeled vehicle carried (except mobility impaired persons vehicle)
- £2.00 for each uncaged animal (excluding guide/assistance dogs)
- **Soilage charge: £70.00 - to cover cleaning and loss of income, where the interior of the vehicle is soiled due to excessive consumption of alcohol etc., or by the carriage of an animal excluding guide dogs**

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OXFORD CITY
WEBSITE JUNE 2016



HACKNEY CARRIAGE FARE TARIFF MAY 2022

TARIFF ONE	
7am to midnight, Monday to Saturday	
For the first 1208m or part thereof	£4.30
Each subsequent 67m or uncompleted part thereof after 1208m up to 1610m (1 mile)	10p
FOR THE FIRST MILE, EQUIVALENT TO:	£5.00
Then 10p for each subsequent 80.5m or part thereof.	10p
FOR EACH SUBSEQUENT MILE EQUIVALENT TO:	£2.00
Waiting time - for each period of 30 seconds or uncompleted part thereof:	10p

TARIFF TWO	
Midnight to 7am, Monday to Saturday All day Sunday & Bank Holidays 6pm – Midnight Christmas Eve & New Year's Eve All day Christmas Day, Boxing Day & New Year's Day	
For the first 1208m or part thereof	£5.50
Each subsequent 57.4m or uncompleted part thereof after 1208m up to 1610m (1 mile)	10p
FOR THE FIRST MILE, EQUIVALENT TO:	£6.30
Then 10p for each subsequent 57.5m or part thereof.	10p
FOR EACH SUBSEQUENT MILE, EQUIVALENT TO:	£2.80
Waiting time - for each period of 30 seconds or uncompleted part thereof	10p

EXTRA CHARGES		
PASSENGERS	For each passenger in excess of three	50p each
SOILAGE	If this vehicle or seating is soiled by any passenger or animal which then requires cleaning, the proprietor may make a charge. It must be made clear to the passenger at the end of the journey that there will be a charge of:	£75.00

The meter must be used for all journeys which start and finish within the City of Worcester and no more than the fare displayed on the meter at the end of the journey may be charged.

In case of compliment or complaint please contact:

REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE****18th AUGUST 2026****Hackney Carriage and Private Hire Vehicle Age Limits – Consideration of Responses to Consultation**

Relevant Portfolio Holder	Councillor M Dormer
Portfolio Holder Consulted	No
Relevant Head of Service	Simon Wilkes – Director of Worcestershire Regulatory Services
Report Author	Hazel Powell Job Title: Principal Officer - Licensing Contact email: Hazel.powell@worcsregservices.gov.uk Contact Tel: 01562 738054
Wards Affected	All Wards
Ward Councillor(s) consulted	N/A
Relevant Strategic Purpose(s)	N/A
Non-Key Decision	
If you have any questions about this report, please contact the report author in advance of the meeting.	

1. RECOMMENDATIONS

That the Licensing Committee consider the responses received during the consultation exercise and **RESOLVE** to adopt the draft revised Hackney Carriage and Private Hire Licensing Policy shown at **Appendix 3** with effect from 1st September 2026.

2. BACKGROUND

- 2.1 On 9th March 2026 the Licensing Committee directed officers to undertake a consultation with all relevant stakeholders on increasing the Hackney Carriage and Private Hire vehicles age limits, in regard to renewal applications, by one year.

3. OPERATIONAL ISSUES

- 3.1 The Council's current policy requirements for Hackney Carriage and Private Hire vehicle renewal applications are set out in section 3.4 and 3.5 of the Hackney Carriage and Private Hire Policy respectively. Sections 3.4 and 3.5 of the policy is given as **Appendix 1**. The current policy on vehicle age limits for renewal applications is contained within these sections and has been highlighted in yellow within Appendix 1.
- 3.2 A consultation to ascertain views on an increase by one year on all Hackney Carriage and Private Hire vehicle age limit requirements in respect of renewal applications was conducted between 20th April 2026 and 15th June 2026.

REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE****18th AUGUST 2026**

-
- 3.3 The consultation was undertaken using an online survey tool so that people completing the survey would be able to use freely available online translation tools to translate the questions being asked into any language of their choosing.
- 3.4 A link to the online survey was sent to all licence holders, Redditch Borough Councillors and other relevant stakeholders including but not limited to:
- Relevant national trade bodies
 - Worcestershire County Council
 - West Mercia Police
 - The Community Safety Team
 - Parish Councillors
- 3.5 The consultation was also displayed on Redditch Borough Council's current consultations webpage, providing a link to the online survey so that any member of the public could also respond.
- 3.6 In total, 130 people responded to the consultation.
- 3.7 The consultation sought views on increasing the vehicle age limits on Hackney Carriage and Private Hire vehicles for renewal applications by one year across all vehicle categories as set out in the current licensing policy.
- 3.8 A document showing the questions asked as part of the consultation exercise and a summary of the responses received to those questions can be seen at **Appendix 2**.
- 3.9 The consultation results showed that over 80% of respondents were in favour of the vehicle age limit increase by one year for renewal applications, across all vehicle categories. A summary of the responses is given below –

Vehicle category and proposed vehicle renewal age limit	Yes	No	Don't Know
Category A - vehicles fully powered by electric or hydrogen that are NOT wheelchair accessible vehicles - Under 16 years of age Category AX - vehicles fully powered by electric or hydrogen that ARE wheelchair accessible vehicles - Under 18 years of age	83.08%	13.85%	3.08%

REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE****18th AUGUST 2026**

Vehicle category and proposed vehicle renewal age limit	Yes	No	Don't Know
Category B - vehicles that are ultra-low emission vehicles that are NOT wheelchair accessible vehicles - Under 14 years of age Category BX - vehicles that are ultra-low emission vehicles that ARE wheelchair accessible vehicles - Under 16 years of age	85.8%	12.31%	2.31%
Category C - vehicles that meet Euro 6 (diesel) or Euro 4 (petrol) emission standards that are NOT wheelchair accessible vehicles - Under 12 years of age Category CX - vehicles that meet Euro 6 (diesel) or Euro 4 (petrol) emission standards that ARE wheelchair accessible vehicles - Under 14 years of age	82.31%	14.62%	3.08%
Category D - vehicles that DO NOT MEET Euro 6 (diesel) or Euro 4 (petrol) emission standards that are NOT wheelchair accessible vehicles - Under 11 years of age Category DX - vehicles that DO NOT MEET Euro 6 (diesel) or Euro 4 (petrol) emission standards that ARE wheelchair accessible vehicles - Under 14 years of age	80.77%	14.62%	4.62%

- 3.10 Comments provided by respondents give a varied view on the proposal. Some respondents have raised concerns that extending the current vehicle age policy limit by one year will lead to poorly maintained vehicles both in terms of mechanical maintenance and interior and exterior conditions whilst others have said that the proposals should go further suggesting the age limit on renewal vehicles should be extended beyond an additional one year and that there should not be a separate age limit for new vehicles.

REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE****18th AUGUST 2026**

3.11 Sections 3.17.2 and 3.17.3 of the current policy states the following –

Programmed Inspections of Licensed Vehicles

3.17.2 *A licence to use a vehicle as a hackney carriage or private hire vehicle will not be granted or renewed unless the vehicle has been inspected and found to be safe and fit for use in accordance with the Council's criteria for licensing vehicles for such use.*

3.17.3 *Additionally all vehicles must be presented for further inspection within a four week period beginning on the date six months after the licence issue date.*

3.12 If a vehicle is found to be unsafe and not fit for use at anytime during the lifetime of the licence, either through routine or non-routine inspection, and regardless of the vehicles age, the vehicle licence may be suspended or revoked.

3.13 A number of respondents have mentioned the positive financial implications to the taxi and private hire trade of increasing the vehicle age limit and suggested that an increase in the vehicle age limit policy will make the local trade more competitive with other neighbouring or near-by local authorities.

3.14 The primary purpose of hackney carriage and private hire licensing is to ensure public safety by ensuring that both drivers and vehicles are “fit and proper”, or in modern parlance “safe and suitable”. When considering vehicles as “fit and proper” the financial situation of the vehicle proprietor/licence holder is not a consideration. Any vehicle age limit must be focused on ensuring public safety.

3.15 The respondents were also asked to identify in what capacity they were responding to the consultation. The breakdown of all of the responses received to this question was:

Licensed Hackney Carriage / Private Hire Driver	105	80.77%
Licensed Private Hire Operator	16	12.31%
Councillor	3	2.31%
Member of the Public	19	14.62%
Other	2	1.54%

REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE****18th AUGUST 2026**

- 3.16 Members are now asked to consider the responses received during this consultation exercise and decide whether they wish to adopt the draft revised Hackney Carriage and Private Hire Licensing Policy in respect of vehicle renewal applications as shown at **Appendix 3** with effect from 1st September 2026. The revised sections have been highlighted in blue within Appendix 3.

4. FINANCIAL IMPLICATIONS

- 4.1 The costs associated with carrying out the consultation exercise were met from existing budgets held by Worcestershire Regulatory Services.

5. LEGAL IMPLICATIONS

- 5.1 Proper consultation on any proposals to amend the Council's policies minimises the risk of legal challenge if the proposals are subsequently implemented.

6. OTHER - IMPLICATIONS**Relevant Strategic Purpose**

- 6.1 Any policy change would consider the Council's key priorities and ensure that changes are aligned with current Council policies to ensure the travelling public are safe.

Climate Change Implications

- 6.2 None identified.

Equalities and Diversity Implications

- 6.3 An initial equalities impact assessment has been carried out by officers which identified no equality or diversity implications.

7. RISK MANAGEMENT

- 7.1 Proper consultation on any proposals to amend the Council's policies minimises the risk of legal challenge if the proposals are subsequently implemented.

LICENSING COMMITTEE**18th AUGUST 2026**

8. APPENDICES and BACKGROUND PAPERS

Appendix 1 – Current vehicle age policy

Appendix 2 – Consultation responses

Appendix 3 – Proposed vehicle age policy

3.4.0 **Renewing a licence to use a vehicle as a Hackney Carriage – Application Requirements**

3.4.1 An applicant seeking to renew a licence to use a vehicle as a hackney carriage must ensure the vehicle continues to meet the Council's requirements set out at paragraph 3.2.1 of this policy.

Requirements as to the age of the vehicle upon renewal of licence

3.4.2 A licence to use a vehicle as a hackney carriage will not be renewed if the vehicle concerned does not meet the following requirements at the time that the existing licence is due to expire:

- A category D vehicle must be under 10 years of age.
- A category DX vehicle must be under 12 years of age.
- A category C vehicle must be under 11 years of age.
- A category CX or DX vehicle must be under 13 years of age
- A category B vehicle must be under must be under 13 years of age
- A category BX vehicle must be under must be under 15 years of age
- A category A vehicle must be under 15 years of age
- A category AX vehicle must be under 17 years of age

3.4.3 The above dates will be calculated based on the date of first registration shown on the vehicle registration certificate (VC5).

Vehicles written off for insurance purposes

3.4.4 The Council will not renew any licence to use a vehicle as a hackney carriage if the relevant vehicle has become graded as a Category A, Category B or Category C or Category S write-off for insurance purposes after the date on which the vehicle was first licensed by the Council to be used as a hackney carriage.

Vehicles licensed by other local authorities

3.4.5 The Council will not issue a licence in respect of any vehicle that is already licensed another local authority to be used as either a hackney carriage or private hire vehicle.

Documentation to be submitted:

3.4.6 Before a licence to use a vehicle as a hackney carriage can be renewed, the applicant must have submitted all of the following:

- Completed application form
- A current MOT certificate
- Valid insurance showing the vehicle is insured for use for hire and reward for public hire or in accordance with a hackney carriage licence.
- The V5C certificate for the vehicle.
- A certificate from the Council's appointed testing station for hackney carriage and private hire vehicles confirming the vehicle remains fit for use.
- The appropriate application fee
- A basic criminal record disclosure certificate in respect of all relevant individuals.

- 3.4.7 “Relevant individuals” means any person named as a proprietor of the vehicle on the application and in the case of an application made by a limited company, each director of that company. The requirement to provide a basis criminal record disclosure certificate will be waived in respect of any person licensed by the Council to drive hackney carriage and/or private hire vehicles.
- 3.4.8 If an application to renew a licence to use a vehicle as a hackney carriage is received more than 14 days after the previous licence has expired, the application will be treated as if it were an application to licence the vehicle to be used as a hackney carriage for the first occasion and will have to meet the stated criteria for such vehicles.

3.5.0 **Renewing a licence to use a vehicle as a Private Hire Vehicle Application Requirements**

- 3.5.1 An applicant seeking to renew a licence to use a vehicle as a private hire vehicle must ensure the vehicle continues to meet the Council's requirements set out at paragraph 3.3.1 of this policy.

Requirements as to the age of the vehicle upon renewal of licence

- 3.5.2 A licence to use a vehicle as a private hire vehicle will not be renewed if the vehicle concerned does not meet the following requirements at the time that the existing licence is due to expire:

- A category D vehicle must be under 10 years of age.
- A category DX vehicle must be under 12 years of age.
- A category C vehicle must be under 11 years of age.
- A category CX or DX vehicle must be under 13 years of age
- A category B vehicle must be under must be under 13 years of age
- A category BX vehicle must be under must be under 15 years of age
- A category A vehicle must be under 15 years of age
- A category AX vehicle must be under 17 years of age

- 3.5.3 The above dates will be calculated based on the date of first registration shown on the vehicle registration certificate (VC5).

Vehicles written off for insurance purposes

- 3.5.4 The Council will not renew any licence to use a vehicle as a private hire vehicle if the relevant vehicle has become graded as a Category A, Category B or Category C or Category S write-off for insurance purposes after the date on which the vehicle was first licensed by the Council to be used as a private hire vehicle.

Vehicles licensed by other local authorities

- 3.5.5 The Council will not issue a licence in respect of any vehicle that is already licensed another local authority to be used as either a hackney carriage or private hire vehicle.

Documentation to be submitted:

- 3.5.6 Before a licence to use a vehicle as a private hire vehicle can be renewed, the applicant must have submitted all of the following:
- Completed application form
 - A current MOT certificate
 - Valid insurance showing the vehicle is insured for use for hire and reward for private hire or in accordance with a private hire licence.
 - The V5C certificate for the vehicle.
 - A certificate from the Council's appointed testing station for hackney carriage and private hire vehicles confirming the vehicle remains fit for use.
 - The appropriate application fee
 - A basic criminal record disclosure certificate in respect of all relevant individuals.
- 3.5.7 "Relevant individuals" means any person named as a proprietor of the vehicle on the application and in the case of an application made by a limited company, each director of that company. The requirement to provide a basis criminal record disclosure certificate will be waived in respect of any person licensed by the Council to drive hackney carriage and/or private hire vehicles.

- 3.5.8 If an application to renew a licence to use a vehicle as a private hire vehicle is received more than 14 days after the previous licence has expired, the application will be treated as if it were an application to licence the vehicle to be used as a private hire vehicle for the first occasion and will have to meet the stated criteria for such vehicles.

RBC - Hackney Carriage and Private Hire Renewal Age Limits

3. Category A and AX - Vehicles powered fully by electricity or hydrogen fuel cell

The Council is proposing that for vehicles that are powered fully by electricity or hydrogen fuel cell, the licence renewal age limits should be increased by one year as follows:

Category A - vehicles fully powered by electric or hydrogen that are NOT wheelchair accessible vehicles - Under 16 years of age

Category AX - vehicles fully powered by electric or hydrogen that ARE wheelchair accessible vehicles - Under 18 years of age

1. Do you agree with the proposed renewal age limits set out above for vehicles that are fully powered by electricity or hydrogen fuel cells?				
Answer Choices			Response Percent	Response Total
1	Yes		83.08%	108
2	No		13.85%	18
3	Don't Know		3.08%	4
			answered	130
			skipped	0
If you have answered No to the above question, please give your reasons why (14)				
1	Should be all vehicles because of affordability			
2	Na			
3	The longevity of the vehicle engine and emmissions output bares no relation to the condition of the vehicle interior, used by the passengers. Vehicle age and condition need ti be assesed			
4	I am sorry but the drivers/associations that have called for this are STUPID! Although, extending the useability of a vehicle by a year sounds like a good idea, they have all missed the point completely. The real issue is, NOT the endpoint, it IS the start point or entry point as I like to call it. We need to make it cheaper to enter into licensing, so my opinion is that we should lower the initial licensing age and then cut off at 12-15 years irrespective of condition. We should adopt what has been so successful with Wolverhampton and allow any age vehicle up to a maximum of 12-15 years.			

1. Do you agree with the proposed renewal age limits set out above for vehicles that are fully powered by electricity or hydrogen fuel cells?

- | | |
|----|--|
| 5 | Taxi and private hire vehicles do more miles than the average family car and without a council backed service and maintenance scheme in place may lead to high mileage poorly maintained vehicles. |
| 6 | The cars on the road now are often in poor condition interior wise, how do we know they are mechanically safe? |
| 7 | EVs have already proven to be less reliable and more prone to fire than other vehicles. When they do catch fire, the risk to passengers is far greater than normal cars, also to put out. The batteries will be lucky to last 7 years, let alone the proposed increase. |
| 8 | <p>The amount of wear and tear on cars that age is considerable. The amount of taxis, and private hire cars that fail inspections already (when they are done) as reported in local papers is a ridiculously high percentage (circa 20%+) if I recall correctly from last article I read in either the Advertiser or Standard.</p> <p>This indicates to me that these types of vehicles are not being sufficiently looked after. Therefore the increased risk of serious failures of these vehicles is greatly increased in my opinion.</p> <p>If anything the age of cars used for taxi or private hire should be considerably reduced to aid maintaining a safe fleet.</p> |
| 9 | This will push prices up. My disabled mom already struggles to afford a taxi. |
| 10 | Insufficient safety enforcement checks done. |
| 11 | 16 year old vehicles are very old |
| 12 | The standard of some/many (but not all) are already poor, some very poor, to the point they shouldn't be allowed on the road at all, let alone carry paying passengers. The ages of these cars are already less the current limits. These vehicles should be checked randomly on a much more regular basis. |
| 13 | These vehicles are usually extremely high mileage and the age of the vehicle is irrelevant. If anything it should be reduced so all vehicles are the same. Increasing it increases the risk of something else on the vehicle breaking. |
| 14 | <p>I do not agree with the proposed limits because I believe the age limits should be increased further. The condition, safety, and maintenance history of a vehicle are more important than its age alone. Many well-maintained electric and hydrogen vehicles remain safe, reliable, and suitable for licensed use beyond the proposed age limits.</p> <p>Allowing vehicles to remain licensed for longer, subject to passing all required inspections and safety tests, would help operators manage costs and make better use of existing vehicles while continuing to provide a safe service to the public.</p> |

4. Category B and BX - Ultra-low Emission Vehicles

The Council is proposing that for vehicles that are ultra-low emission vehicles (ULEV), the licence renewal age limits should be increased by one year as follows:

Category B - vehicles that are ultra-low emission vehicles that are NOT wheelchair accessible vehicles - Under 14 years of age

Category BX - vehicles that are ultra-low emission vehicles that ARE wheelchair accessible vehicles - Under 16 years of age

Please note, in this context, an ultra-low emission vehicle is one having less than 75 grams of CO₂ per kilometre (g/km) from the tail pipe.

2. Do you agree with the proposed renewal age limits set out above for vehicles that are ultra-low emission vehicles?				
Answer Choices			Response Percent	Response Total
1	Yes		85.38%	111
2	No		12.31%	16
3	Don't Know		2.31%	3
			answered	130
			skipped	0
If you have answered No to the above question, please give your reasons why (16)				
1	All vehicles			
2	I think it should be the same across the board			
3	Na			
4	I would like to see ultra low emission category B vehicle increasing by 2 years rather than 1 year,			
5	If the vehicle is in good condition and has passed taxi safety tests I think it should be longer. The decision could be down to the who's doing the taxi safety tests as they see the vehicle regularly.			
6	The longevity of the vehicle engine and emmissions output bares no relation to the condition of the vehicle interior, used by the passengers. Vehicle age and condition need to be assesed			
7	Previous comments apply to all sections			
8	Unless a VAT garage provides a proof of service and maintenance for pay and reward vehicles it may result in higher mileage vehicles that have poor service records.			
9	Same as before ... they need more spot checks for road worthiness			

2. Do you agree with the proposed renewal age limits set out above for vehicles that are ultra-low emission vehicles?

- | | |
|----|--|
| 10 | I have seen first hand the poor state of repair of the redditch taxi fleet. Any increase of vehicle age will only make this situation worse. |
| 11 | For exactly the same reasons as given previously. |
| 12 | As previous |
| 13 | as before |
| 14 | Thats an old vehicle |
| 15 | As per previous comments |
| 16 | Same as previous |

5. Category C and CX - vehicles meeting Euro 6 (diesel) and Euro 4 (petrol) emission standards

The Council is proposing that for vehicles that MEET Euro 6 (diesel) and Euro 4 (petrol) emission standards, the licence renewal age limits should be increased by one year as follows:

Category C - vehicles that meet Euro 6 (diesel) or Euro 4 (petrol) emission standards that are NOT wheelchair accessible vehicles - Under 12 years of age

Category CX - vehicles that meet Euro 6 (diesel) or Euro 4 (petrol) emission standards that ARE wheelchair accessible vehicles - Under 14 years of age

3. Do you agree with the proposed renewal age limits set out for vehicles which meet Euro 6 (diesel) and Euro 4 (petrol)?

Answer Choices			Response Percent	Response Total
1	Yes		82.31%	107
2	No		14.62%	19
3	Don't Know		3.08%	4
			answered	130
			skipped	0

If you have answered No to the above question, please give your reasons why (18)

- | | |
|---|--|
| 1 | All vehicles |
| 2 | Prices are increasing across all sectors, including the automotive industry. However, the rising cost of vehicles has made it increasingly difficult for consumers to afford new cars. At the same time, there has been a noticeable decline in the use of taxi services, likely due to overall financial pressures and reduced discretionary spending |

3. Do you agree with the proposed renewal age limits set out for vehicles which meet Euro 6 (diesel) and Euro 4 (petrol)?

- | | |
|----|--|
| 3 | I think all vehicle age should be scrapped!! Otherwise every single hackney carriage licence holder will be leaving due to wolverhampton and uber, age restriction should be lifted immediately as in this day and age the cars are in very good condition and very well maintained |
| 4 | N/a |
| 5 | I would appreciate if you could give an extra 2 years rather than 1 year, with the price of fuel and the financial crisis it's extremely difficult to be replacing perfectly good vehicles which have maintained to a high standards, just because of their age, hope you understand, thanks |
| 6 | If the vehicle is in good condition and it's passed all the Taxi safety test and I think it should be given longer and ultimately down to the person who's doing the test testing as they see the car regularly |
| 7 | The longevity of the vehicle engine and emissions output bears no relation to the condition of the vehicle interior, used by the passengers.

Vehicle age and condition need to be assessed |
| 8 | With the current cost of living this should be increased to 14 years for both types vehicles. There is high level of out of town drivers that it's becoming difficult to earn minimum wage as a taxi driver in Redditch. |
| 9 | Previous comments apply to all sections |
| 10 | <p>I currently drive an 11 year old private hire Citroen dispatch which has one row removed for the wheelchair accessible option which we use daily.</p> <p>Having worked in this sector now for numerous years I've seen some of the maintenance for these vehicles be below par and what I would call, glued back together!</p> <p>However the vehicle drives and does as it should yes I often have lights pop up on the dash, amber ones which I always report but the problems always come back!</p> <p>I feel the age of 15-14 is too high I'm averaging 700 miles a week on private hire the vans headed towards 150k now and things fall off it regularly.</p> <p>I feel 10 years on most cars is reasonable but stuff that has to work harder like wheelchair access vehicles are under more stress due to extra weight of in my case electric wheelchair, plus the roads are terrible and parts do fall off get stuck back on and then fall off again a few weeks later.</p> <p>In summary I'd like to see vast improvements over the board as these vehicles carry children most of the time and would you feel comfortable putting your child into an old car or van and trusting that something could happen!? The risk is always there! Obviously newer cars and vans bring better safety but I believe as a service it should be that safety is up there and something that corners should not be cut on just to scrape another year out of a vehicle for sake of buying a new one!</p> |

3. Do you agree with the proposed renewal age limits set out for vehicles which meet Euro 6 (diesel) and Euro 4 (petrol)?

- | | |
|----|--|
| 11 | Servicing and maintenance issues unless its carried out by a VAT registered garage. |
| 12 | I have seen first hand the poor state of repair of the redditch taxi fleet. Any increase of vehicle age will only make this situation worse. |
| 13 | As answered before, plus Euro 4 vehicles should not be allowed in the fleet. Euro 7 is now on a lot of petrol cars and to say Euro 4 is acceptable for this fleet is ridiculous. |
| 14 | As previous |
| 15 | as before |
| 16 | About the limit of how old a car should be |
| 17 | As per previous comments |
| 18 | Keep as is |

6. Category D and DX - Vehicles that do NOT meet Euro 6 (diesel) or Euro 4 (petrol) emission standards

The Council is proposing that for vehicles that DO NOT MEET Euro 6 (diesel) and Euro 4 (petrol) emission standards, the licence renewal age limits should be increased by one year as follows:

Category D - vehicles that DO NOT MEET Euro 6 (diesel) or Euro 4 (petrol) emission standards that are NOT wheelchair accessible vehicles - Under 11 years of age

Category DX - vehicles that DO NOT MEET Euro 6 (diesel) or Euro 4 (petrol) emission standards that ARE wheelchair accessible vehicles - Under 14 years of age

4. Do you agree with the proposed renewal age limit set out for vehicles that DO NOT MEET Euro 6 (diesel) and Euro 4 (petrol) emission standards?

Answer Choices			Response Percent	Response Total
1	Yes		80.77%	105
2	No		14.62%	19
3	Don't know		4.62%	6
			answered	130
			skipped	0

If you have answered No to the above question, please give your reasons why (16)

- | | |
|---|--------------|
| 1 | All vehicles |
|---|--------------|

4. Do you agree with the proposed renewal age limit set out for vehicles that DO NOT MEET Euro 6 (diesel) and Euro 4 (petrol) emission standards?

- | | |
|----|--|
| 2 | Prices are increasing across all sectors, including the automotive industry. However, the rising cost of vehicles has made it increasingly difficult for consumers to afford new cars. At the same time, there has been a noticeable decline in the use of taxi services, likely due to overall financial pressures and reduced discretionary spending |
| 3 | I think age restriction should be lifted otherwise we all drivers who hold hackney carriage will soon leave towards wolverhampton as they will soon be lifting age restrictions, you will lose all revenue |
| 4 | N/a |
| 5 | If the car is in good condition and it's past its Taxi safety test, then I think it should be a longer working in life, but ultimately it's down to the person who is doing the regular Taxi tests |
| 6 | <p>The longevity of the vehicle engine and emissions output bears no relation to the condition of the vehicle interior, used by the passengers.</p> <p>Vehicle age and condition need to be assessed</p> |
| 7 | Previous comments apply to all sections |
| 8 | <p>I currently drive an 11 year old private hire Citroen dispatch which has one row removed for the wheelchair accessible option which we use daily.</p> <p>Having worked in this sector now for numerous years I've seen some of the maintenance for these vehicles be below par and what I would call, glued back together!</p> <p>However the vehicle drives and does as it should yes I often have lights pop up on the dash, amber ones which I always report but the problems always come back!</p> <p>I feel the age of 15-14 is too high I'm averaging 700 miles a week on private hire the vans headed towards 150k now and things fall off it regularly.</p> <p>I feel 10 years on most cars is reasonable but stuff that has to work harder like wheelchair access vehicles are under more stress due to extra weight of in my case electric wheelchair, plus the roads are terrible and parts do fall off get stuck back on and then fall off again a few weeks later.</p> <p>In summary I'd like to see vast improvements over the board as these vehicles carry children most of the time and would you feel comfortable putting your child into an old car or van and trusting that something could happen!? The risk is always there! Obviously newer cars and vans bring better safety but I believe as a service it should be that safety is up there and something that corners should not be cut on just to scrape another year out of a vehicle for sake of buying a new one!</p> |
| 9 | 2 years would be better as, there, been high costs |
| 10 | Higher mileage which could lead to more defects |

4. Do you agree with the proposed renewal age limit set out for vehicles that DO NOT MEET Euro 6 (diesel) and Euro 4 (petrol) emission standards?

- | | |
|----|--|
| 11 | I have seen first hand the poor state of repair of the redditch taxi fleet. Any increase of vehicle age will only make this situation worse. |
| 12 | As answered before. |
| 13 | Every effort should be made by public bodies to improve air quality; I would therefore oppose increasing the renewal age of non-compliant vehicles and would suggest an actual reduction to the age limit. |
| 14 | as before |
| 15 | Red to push to get rid of older cars |
| 16 | As per previous comments |

7. Any other comments?

5. Do you have any other comments you wish to make in connection with this matter?

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	42
1	All vehicles should be extended to 2029 wait to see what government new legislation is regarding electric cars		
2	I think when first renewal vehicle buying should be more than 7 years old as it dosent depend on age how good a vehicle is it depends on the condition of the vehicle should be raised to another year aswell		
3	I personally think that the age should be the same across the board. I don't understand why make things complicated. Policy should be put in place that will try and keep drivers rather than moving n to other authorities		
4	I personally think age resticuon should be completely lifited, nowadays cars are very well build and looked aftered, all hackney cariedrivers will soon leave to wolverhampton as they will be soon lifiting age restrinctions, we all drivers have newer cars yet we have no taxi rank and hardly any work as uber has taken all work and drivers who have wolverhampton licences are doing well, if thisnis going to cost RBC alot in revenue losses as there is no benifit having brand new cars and no ranks to work from. Redditch has lost already loads to wolverhampton and yet still more is to come! Redditch needs to get rid of age restictions completely to attract more Revenue and by elimtinating wolverhampton and encourage local taxi firms so it can counter attack uber		
5	N/a		

5. Do you have any other comments you wish to make in connection with this matter?

- | | |
|----|--|
| 6 | Should be extended as most vehicles even at that age and mileage are in good condition |
| 7 | Instead of giving a year and making it look like your doing something. Make it equal and give us the same costs and years as Wolverhampton council is giving it's drivers. There are more drivers switching over to Wolverhampton day by day. More Wolverhampton plated drivers are now working in Redditch than Redditch plated drivers. |
| 8 | Please consider increasing the age limit by more than one year, With the financial crisis and fuel costs it is extremely difficult to be replacing perfectly good vehicles which are maintained to a very high standard because of their age, hopefully you will understand the circumstances, thank you for asking for my feedback, highly appreciated. |
| 9 | Yes do should offer uber Redditch driver since uber came private hire don't earn that much money uber to be fair half taxi don't understand health safety rulers for customers loads coming from Wolverhampton taxi plate doing job our area don't agree them |
| 10 | I regularly have my car serviced and it's kept very clean and tidy. I would like to keep my car for another couple of years at least and I would be happy for the person who does the Taxi safety test to decide if it's appropriate. |
| 11 | The age of executive vehicle when entered as new vehicle should be increased and extra 2 years of time it can serve |
| 12 | It's good you are bringing the age up another year as it good for us and it's sometimes hard to afford another car and gives more time to make money to buy another vehicle . |
| 13 | 14 and 16 years life for a taxi is a a big call, condition if vehicle must be a consideration |
| 14 | These new rules will make it a lot easier for drivers as car prices are much higher if you try to buy a new vehicle to put into taxis now. This will ease pressure on drivers and avoid drivers leaving to other councils. |
| 15 | Would take a lot of pressure of drivers buying a new vehicle as costs have gone up massively. |
| 16 | <p>Make taxi plating affordable and most councils are doing 10years taxi age limit and make easy for drivers</p> <p>The fees should also be reduced as with how work is and fuel prices we feel that some leeway should be given to taxi drivers</p> |
| 17 | The council should revise the age limit vehicle for new applications, especially as Wolverhampton vehicles are driving around the borough in older priuses and only get tested once a year. As long as the vehicle passes its inspections , luxury cars such as BMW, Mercedes, audi etc should be allowed to be plated |

5. Do you have any other comments you wish to make in connection with this matter?

- | | |
|----|---|
| 18 | The council needs to do more for the drivers , especially monitor the lack of control on out of town uber drivers. The cost of living has gone up and wages are going down . It helps to increase the vehicle ages but not enough is being done to support local drivers. |
| 19 | Previous comments apply to all sections |
| 20 | <p>I also believe that, considering the fees we pay for licence renewals and other costs, taxis from Birmingham and Wolverhampton should not be allowed to operate under Redditch Council. Many of these drivers are working through Uber and Bolt, and have also registered with Redditch taxi firms, taking a large share of the jobs.</p> <p>This has left local Redditch drivers struggling to earn a living, which I do not think is fair. Worcestershire Council should take action on this issue, as Redditch drivers are finding it increasingly difficult to meet their basic needs. And if possible the council should also consider allowing the Redditch drivers to sign up to uber and bolt as well.</p> <p>Thank you.</p> |
| 21 | I'd like to see better vehicles being used for safety purposes especially on private hire while carrying children 14-15 years old is too much wear and tear on a vehicle please look at how technology improves safety and keeping children safe and the roads safer from mechanical failures should be paramount! |
| 22 | It's a great thing if you do this because we can buy low milage cars a little bit older and cheaper |
| 23 | As long as cars pass the safety inspection by the council, does age really matter ? Mechanically safe car is more important than an aestectically pleasing car. One may argue you can have both, but realistically it's driving people away from the trade, and to seek licences which are more logical with current climate , from different boroughs. |
| 24 | I feel all vehicles that I utilised and licenced to carry fare paying passengers should be subject to a proper service and repair history by a council registered repairer who are VAT registered. |
| 25 | There are also many taxis licensed elsewhere and used in Redditch ... that needs to be stopped |
| 26 | From my limited knowledge i am pretty sure vehicles are inspected by the council. Therefore I believe that these decisions should be made in partnership with the drivers. Asking the general public who do not understand the licensing conditions and how vehicles are regulated etc, may lead to lack of productive responses. |

5. Do you have any other comments you wish to make in connection with this matter?

27 Given the poor state of the current redditch taxis, surely having older vehicles will only make this worse? A better solution would be to insist on newer, cleaner more reliable vehicles. More frequent vehicle checks would also be a good idea, over the winter I saw a number of redditch taxis with only one headlight working, this is such a simple thing, but something a profesional driver should be spotting straight away.

28 To many of the taxis and private hire vehicles operating Redditch are unsafe already.
Stronger and more regular enforcement of vehicles and drivers should be undertaken to make fleet safer.
Absolutely no way should age of any vehicle classification be increased,

29 We need more diversity and inclusion in taxi drivers. Impossible to get a taxi to hospital during Eid. Missed my appointment.

30 Yes, licensing staff are now at an all time low in numbers. This needs addressing before increasing the age limits on HC/PH vehicles.

Regular, well publicised enforcement nights need to be done to make sure the licensed drivers maintain their cars properly.

Previous enforcement nights have found many cars in a very poor and unsafe state.

31 Under the current financial constraints (Cost of Living and fuel prices) we should increase the renewal of the most common type of Hackney & Private Hire vehicle on the road by 1 year to keep them in Redditch or they will simply go to competitors such as Uber etc

32 This should also have a mileage based limit and not just an age.

33 There should really be no age limits - as long as the vehicle passes the safety test they should be allowed to be used as a taxi - especially in this climate- where the fuel is really expensive and newer cars are more expensive on the insurance

34 Cars should be 12 years old or more for licencing because the fares are low and you want new cars with people cant afford.

35 I just like to thank you to honor our opinion, and it is very initiative to help the drivers, as, ew cars are quire expensive.

36 As a licensed private hire operator, I believe that vehicle age alone should not be the primary factor in determining whether a vehicle can continue to be licensed. The most important considerations should be vehicle condition, safety, maintenance history, and the ability to pass the Council's inspection and testing requirements.

Many vehicles remain safe, reliable, comfortable, and suitable for public hire well beyond the proposed age limits. Modern vehicles are built to a much higher standard than in previous decades, and operators invest

5. Do you have any other comments you wish to make in connection with this matter?

significant amounts of money maintaining their vehicles to ensure they meet licensing requirements and provide a professional service to passengers.

Restrictive age limits can place a significant financial burden on drivers and operators, particularly small businesses, forcing the replacement of vehicles that remain mechanically sound and fully compliant with safety standards. This can increase costs for both operators and passengers without delivering a corresponding improvement in safety.

I would encourage the Council to place greater emphasis on vehicle condition and inspection results rather than imposing strict age limits. Any vehicle that continues to meet the required safety, emissions, and licensing standards should be permitted to remain licensed regardless of age.

This approach would support local operators, reduce unnecessary vehicle replacement, promote affordability within the trade, and still ensure the highest standards of passenger safety are maintained.

37 Majority of vehicles are well maintained and lasting longer and drivers are regularly requesting extensions. Therefore only makes sense to ease the burden on the workload and the whole process is to increase the age limit across all vehicles.

38 Until there are universal equal rules that covers the UK it does not make much difference what Worcestershire allows
With 34,000 Vehicles and 50,000 drivers licenced in Wolverhampton that flood into others Counties (95%)
It makes what Worcestershire does as insignificant
Personally I will be looking to hand back my licences within the next 12 months due to unacceptable competition

39 Drivers that are required to buy new vehicles are currently facing huge costs especially for diesel powered cars. We as a trade would recommend that we should be allowed to have cars upto 8years old instead of the current 7 year old rule.

40 Hi nice decision

41 Vehicles are very expensive and there is already limited work for Taxi income. Allowing vehicles to be one year older helps keep current vehicles longer

42 I have been a licensed Hackney Carriage driver for over 17 years and, during this time, I have seen significant increases in the cost of purchasing vehicles, as well as ongoing expenses such as maintenance, fuel and insurance.
Due to these rising costs, I believe the current vehicle age policy should be reviewed to make it more sustainable for drivers and more beneficial for Redditch Borough Council.

5. Do you have any other comments you wish to make in connection with this matter?

At present, Redditch policy allows vehicles to be licensed only if they are Euro 6 compliant and no older than 7 years at the point of first licensing. I feel this restriction is too limiting given the current economic pressures. I propose that:

Vehicles should be eligible to be first licensed at up to 10 years old, provided they meet all safety and compliance standards.
Vehicles should then be allowed to remain licensed until they reach 12 years old, after which they would no longer be eligible.

This approach would bring several benefits:

Improved affordability for drivers, reducing the financial burden of frequent vehicle replacement

Retention of local licence holders, as drivers would be less inclined to plate vehicles with other councils

Increased revenue for Redditch Borough Council, as more drivers would choose to remain licensed locally

Continued public safety, as vehicles would still need to pass all required inspections and compliance checks

Currently, neighbouring authorities such as Wolverhampton, Solihull and Dudley have more flexible or no strict age limits, making them more attractive for drivers from Redditch. This results in drivers licensing vehicles outside the borough, leading to a loss of potential income for Redditch Borough Council.

By increasing the maximum entry age and introducing a reasonable upper age limit, Redditch could create a fairer and more competitive system that supports both drivers and the local authority.

I respectfully ask that the council consider reviewing and updating the current policy in light of these factors.

answered	42
skipped	88

8. About You

6. In what capacity are you responding to this consultation (select all that apply):

Answer Choices			Response Percent	Response Total
1	Licensed hackney carriage / private hire driver		80.77%	105
2	Licensed private hire operator		12.31%	16
3	Councillor		2.31%	3

6. In what capacity are you responding to this consultation (select all that apply):				
4	Member of the public		14.62%	19
5	Other (please specify):		1.54%	2
			answered	130
			skipped	0
Other (please specify): (2)				
	1	RTA		
	2	Traffic Management Advisor.		

3.4.0 **Renewing a licence to use a vehicle as a Hackney Carriage – Application Requirements**

- 3.4.1 An applicant seeking to renew a licence to use a vehicle as a hackney carriage must ensure the vehicle continues to meet the Council's requirements set out at paragraph 3.2.1 of this policy.

Requirements as to the age of the vehicle upon renewal of licence

- 3.4.2 A licence to use a vehicle as a hackney carriage will not be renewed if the vehicle concerned does not meet the following requirements at the time that the existing licence is due to expire:

- A category D vehicle must be under 11 years of age.
- A category DX vehicle must be under 13 years of age.
- A category C vehicle must be under 12 years of age.
- A category CX or DX vehicle must be under 14 years of age
- A category B vehicle must be under must be under 14 years of age
- A category BX vehicle must be under must be under 16 years of age
- A category A vehicle must be under 16 years of age
- A category AX vehicle must be under 18 years of age

- 3.4.3 The above dates will be calculated based on the date of first registration shown on the vehicle registration certificate (VC5).

Vehicles written off for insurance purposes

- 3.4.4 The Council will not renew any licence to use a vehicle as a hackney carriage if the relevant vehicle has become graded as a Category A, Category B or Category C or Category S write-off for insurance purposes after the date on which the vehicle was first licensed by the Council to be used as a hackney carriage.

Vehicles licensed by other local authorities

- 3.4.5 The Council will not issue a licence in respect of any vehicle that is already licensed another local authority to be used as either a hackney carriage or private hire vehicle.

Documentation to be submitted:

- 3.4.6 Before a licence to use a vehicle as a hackney carriage can be renewed, the applicant must have submitted all of the following:

- Completed application form
- A current MOT certificate
- Valid insurance showing the vehicle is insured for use for hire and reward for public hire or in accordance with a hackney carriage licence.
- The V5C certificate for the vehicle.
- A certificate from the Council's appointed testing station for hackney carriage and private hire vehicles confirming the vehicle remains fit for use.
- The appropriate application fee
- A basic criminal record disclosure certificate in respect of all relevant individuals.

- 3.4.7 “Relevant individuals” means any person named as a proprietor of the vehicle on the application and in the case of an application made by a limited company, each director of that company. The requirement to provide a basis criminal record disclosure certificate will be waived in respect of any person licensed by the Council to drive hackney carriage and/or private hire vehicles.
- 3.4.8 If an application to renew a licence to use a vehicle as a hackney carriage is received more than 14 days after the previous licence has expired, the application will be treated as if it were an application to licence the vehicle to be used as a hackney carriage for the first occasion and will have to meet the stated criteria for such vehicles.

3.5.0 **Renewing a licence to use a vehicle as a Private Hire Vehicle Application Requirements**

- 3.5.1 An applicant seeking to renew a licence to use a vehicle as a private hire vehicle must ensure the vehicle continues to meet the Council's requirements set out at paragraph 3.3.1 of this policy.

Requirements as to the age of the vehicle upon renewal of licence

- 3.5.2 A licence to use a vehicle as a private hire vehicle will not be renewed if the vehicle concerned does not meet the following requirements at the time that the existing licence is due to expire:

- A category D vehicle must be under 11 years of age.
- A category DX vehicle must be under 13 years of age.
- A category C vehicle must be under 12 years of age.
- A category CX or DX vehicle must be under 14 years of age
- A category B vehicle must be under must be under 14 years of age
- A category BX vehicle must be under must be under 16 years of age
- A category A vehicle must be under 16 years of age
- A category AX vehicle must be under 18 years of age

- 3.5.3 The above dates will be calculated based on the date of first registration shown on the vehicle registration certificate (VC5).

Vehicles written off for insurance purposes

- 3.5.4 The Council will not renew any licence to use a vehicle as a private hire vehicle if the relevant vehicle has become graded as a Category A, Category B or Category C or Category S write-off for insurance purposes after the date on which the vehicle was first licensed by the Council to be used as a private hire vehicle.

Vehicles licensed by other local authorities

- 3.5.5 The Council will not issue a licence in respect of any vehicle that is already licensed another local authority to be used as either a hackney carriage or private hire vehicle.

Documentation to be submitted:

- 3.5.6 Before a licence to use a vehicle as a private hire vehicle can be renewed, the applicant must have submitted all of the following:
- Completed application form
 - A current MOT certificate
 - Valid insurance showing the vehicle is insured for use for hire and reward for private hire or in accordance with a private hire licence.
 - The V5C certificate for the vehicle.
 - A certificate from the Council's appointed testing station for hackney carriage and private hire vehicles confirming the vehicle remains fit for use.
 - The appropriate application fee
 - A basic criminal record disclosure certificate in respect of all relevant individuals.
- 3.5.7 "Relevant individuals" means any person named as a proprietor of the vehicle on the application and in the case of an application made by a limited company, each director of that company. The requirement to provide a basis criminal record disclosure certificate will be waived in respect of any person licensed by the Council to drive hackney carriage and/or private hire vehicles.

- 3.5.8 If an application to renew a licence to use a vehicle as a private hire vehicle is received more than 14 days after the previous licence has expired, the application will be treated as if it were an application to licence the vehicle to be used as a private hire vehicle for the first occasion and will have to meet the stated criteria for such vehicles.

LICENSING COMMITTEE WORK PROGRAMME 2025/26**18th August 2026**

- Hackney Carriage Table Of Fares – consideration of Objection received.
- Report on Vehicle Age Limits.

19th October 2026

-

7th December 2026

-

8th March 2027

- Annual Review of Hackney Carriage Table of Fares.

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