



LICENSING AND COMMUNITY PROTECTION COMMITTEE

10th September 2025 at 5.00 p.m.

Present:

Councillor Augusta (in the Chair)
Councillors Boyd, Bonner, Crofts (substitute for K Swinburn), Emmerson, Hasthorpe, Kaczmarek, Mill, and Shutt (substitute for Haggis).

Officers in attendance:

- Adrian Moody (Licensing and Environmental Protection Manager)
- Iain Peck (Senior Licensing Enforcement Officer)
- Tracey Cook (Senior Licensing Enforcement Officer)
- Eve Richardson Smith (Service Manager – Consultancy)
- Sophie Pickerden (Committee Support Officer)

Others in attendance:

- Mr Millership (CTS Transport)
- Mr Crouch (Hackney Carriage Association)
- Mr Somir (Driver's Equality Association)

There were five members of the public and no member of the press present.

L.6 APOLOGIES FOR ABSENCE

Apologies for absence from this meeting were received from Councillors Haggis, Pettigrew and K Swinburn.

L.7 DECLARATIONS OF INTEREST

There were no declarations of interest received in respect of any item on the agenda for this meeting.

L.8 MINUTES

The minutes of the Licensing and Community Protection Committee meeting held on 18th June 2025 were agreed as a correct record.

L.9 LIMIT ON HACKNEY CARRIAGE NUMBERS / UNMET DEMAND SURVEY REPORT

The committee considered a report outlining options to be considered regarding the number of Hackney Carriage licences, the Wheelchair Accessible Vehicles policy and the Vehicle Power policy, following the completion of an Unmet Demand Survey which was requested by the committee at a meeting on 6th November 2024.

Mr Moody introduced the report and explained that Mr Millership was present at the meeting as he was the author of the report. He explained that the report outlined the findings of the Unmet Demand Survey which was carried out to determine whether there was unmet demand for Hackney Carriages in North East Lincolnshire. Mr Moody said that the report also provided information about the operation of the Hackney Carriage fleet, particularly regarding the provision of wheelchair accessible vehicles and the current taxi rank provision. He explained that once the committee had determined their preferred options from the three different sections, the taxi trade would then be consulted, and a final decision would be made by this committee in November 2025.

Mr Millership summarised the report. He said that the purpose of an Unmet Demand Survey was to determine whether there was any unmet demand and if there was, how significant it was. Mr Millership stated that the Unmet Demand Survey showed that there was no evidence of any unmet demand and strong counter evidence was found. He felt that the current policy of limiting the Hackney Carriage licences provided good service and should be retained. Mr Millership said that the survey found that sixteen percent of Hackney Carriages were wheelchair accessible vehicles. He said that anyone who needed a Hackney Carriage which was a wheelchair accessible vehicle was going to find it difficult to travel and with the data from the Census taken into account, there appeared to be an increasing need for wheelchair accessible vehicles in North East Lincolnshire. Mr Millership said that a key point to consider was that if someone needed a Hackney Carriage which was a wheelchair accessible vehicle, it would have a big impact on them if they were unable to find one. He stated that the policy change decided in 2013 of allowing any wheelchair accessible vehicle to revert to a saloon, might need to be reversed to address the drop in numbers of Hackney Carriages which were wheelchair accessible vehicles. Mr Millership said that there were also sixteen spare Hackney Carriage plates, which could be conditioned to only be for wheelchair accessible vehicles. He explained that the taxi ranks were also looked at as part of the survey, and the findings showed that better

provision was needed for Cleethorpes at night. Several ranks that were not needed should be removed possibly shifting some spaces to other smaller sites and that remarking was needed for the St Peters Avenue and Grant Street ranks.

Mr Moody stated that all the points raised regarding the current taxi rank provision had been passed onto the Highways Department. Mr Moody informed committee members that following their decision in November 2024 to no longer allow those with a medical exemption to change their vehicles from wheelchair accessible vehicles to saloons, there had been two cases which had been considered by the Local Government and Social Care Ombudsman (LGCSO), who had found in the council's favour. Mr Moody said that whilst there was ongoing consultation taking place, the new policy had not been enforced rigorously and that would continue to be the case, until a final decision was made.

The committee were given the opportunity to ask questions and seek clarification on any matters.

A member sought clarification that the argument that more wheelchair accessible vehicles were needed was based on statistics from the Census and not people ringing up asking for a wheelchair accessible vehicle or complaining that there wasn't one at a taxi rank. Mr Millership responded that some people would complain if there wasn't a wheelchair accessible vehicle available and others wouldn't. Mr Millership said that statistics from the Census in 2021 was considered as well as other information such as NHS wheelchair statistics for the area. Mr Millership said that the public attitude questionnaire which was undertaken, also showed that the need for wheelchair accessible vehicles had increased.

Mr Crouch spoke on behalf of the Hackney Carriage Association. He said that they would like to propose that the current Hackney Carriage limit be retained as that provided assurance to the trade in that the numbers would not spiral. Mr Crouch said that they would also like to propose that the policy regarding wheelchair accessible vehicles be amended so that it only applied to new applicants for Hackney Carriage vehicle licences. He said that he recognised the need for wheelchair accessible vehicles, and if all new Hackney Carriage vehicle licences were granted for wheelchair accessible vehicles, that would solve the problem. Mr Crouch said that they would also propose that the current policy allowing all vehicle types be maintained on the grounds that changing the policy would result in additional costs for taxi drivers. He stated that the Hackney Carriage Association welcomed the opportunity to discuss the outcome with the Licensing Department before final approval.

Mr Moody said that a decision regarding the Vehicle Power policy could be deferred and considered at a more appropriate time in the future.

There was a request from Mr Somir who attended the meeting to speak on behalf of the Driver's Equality Association. The Chair agreed to this.

Mr Somir said that in the twenty years he had been a taxi driver, he had never seen a driver refuse to take someone in a wheelchair. Mr Somir said that in his opinion, most customers in wheelchairs prefer to get out of the wheelchair and sit in the front seat. He said that it was part of the job of being a taxi driver to take those in wheelchairs. Mr Somir said that not all electric vehicles were big enough to be able to fit a wheelchair in.

A member sought clarification that saloon vehicles did sometimes have capacity for wheelchairs. Mr Moody responded that wheelchair accessible vehicles were built to be taxis, and saloons were not. Mr Moody stated that the Department for Transport advertised having a mixed fleet and that was the direction the Council was heading in.

Mr Moody stated that if committee members were minded to support option two regarding the Wheelchair Accessible Vehicle policy, then it could be amended to also include that all existing Hackney Carriages that were wheelchair accessible vehicles remain as such.

There was a discussion around the various options available to the committee. Members expressed that there was no evidence or reason to remove the current limit of Hackney Carriage licences and that due to logistics and cost, although desirable to consider, it was not the right time to move to only electric and hybrid powered vehicles.

There was further discussion about the current Wheelchair Accessible Policy and the options available to the committee. A member said that the amount of Hackney Carriages which were wheelchair accessible vehicles would increase from sixteen percent to twenty two percent if all remaining Hackney Carriage vehicle licences were granted to only wheelchair accessible vehicles.

Another member said that he would prefer to maintain the current policy as he didn't think there were enough wheelchair accessible vehicles in the fleet, and the demand had the potential to increase.

Councillor Kaczmarek proposed that part one, option one be approved by the committee to go out for consultation.
Councillor Crofts seconded the proposal.

The committee voted unanimously in favour of the proposal.

Councillor Shutt proposed that part three, option one be approved by the committee to go out for consultation.
Councillor Kaczmarek seconded the proposal.

The committee voted unanimously in favour of the proposal.

Councillor Crofts proposed that part two, option two be approved by the committee to go out for consultation but be amended to also apply to all current existing Hackney Carriages which were wheelchair accessible vehicles.
Councillor Boyd seconded the proposal.

The majority of the committee voted in favour of the proposal.

RESOLVED –

1. That part one, option one, as set out in the report now submitted, be the preferred policy for consultation with the taxi trade.
2. That part two, option two, as set out in the report now submitted, be the preferred policy for consultation with the taxi trade, but amended to also apply to all current existing Hackney Carriages which were currently wheelchair accessible vehicles.
3. That part three, option one, as set out in the report now submitted, be the preferred policy for consultation with the taxi trade.

There being no further business, the Chair declared the meeting closed at 5.52pm.