

LICENSING AND REGULATORY COMMITTEE

6TH NOVEMBER 2017

REPORT OF HEAD OF STRATEGIC PLANNING & REGULATORY SERVICES

HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY

1.0 PURPOSE OF REPORT

- 1.1 To consult the Committee on proposed revisions to the Hackney Carriage and Private Hire policy, prior to formal consideration by the Melton Economic and Environmental Affairs Committee.

2.0 RECOMMENDATIONS

- 2.1 **To provide comment on the draft policy for the Hackney Carriage and Private Hire Policy at Appendix A, for consideration by the Rural, Economic and Environmental Affairs Committee.**

3.0 KEY ISSUES

- 3.1 The Hackney Carriage and Private Hire Policy enables this Council to have a clear policy on all matters relating to vehicles and drivers.
- 3.2 This Policy has been drawn up in line with the Department of Transport's Best Practice Guidance.
- 3.3 The main changes to the current way of operating are highlighted in the policy for ease of identification. The changes to the Disclosure and Barring Services (DBS) checks have been made in response to a recommendation in a recent council wide audit of DBS. This was an independent audit by The Welland Audit Consortium and their report can be seen at **Appendix B**. A table of all other proposed changes can be seen at **Appendix C**

4.0 POLICY AND CORPORATE IMPLICATIONS

- 4.1 If this Policy is approved all taxi matters will be dealt with in the future with reference to this document.

5.0 FINANCIAL AND OTHER RESOURCE IMPLICATIONS

- 5.1 There are no financial implications arising from this report.

6.0 LEGAL IMPLICATIONS/POWERS

- 6.1 This policy has been written in accordance with the Council's responsibilities under the Local Government (Miscellaneous Provisions) Act 1976 and the Town and Police Clauses Act 1847.

7.0 COMMUNITY SAFETY

- 7.1 This policy has been written with Community Safety in mind and it endeavours, as far as is possible, to ensure that the travelling public are safe both in respect of the suitability of the driver and the mechanical soundness of the vehicle.

8.0 EQUALITIES

8.1 An Equalities Impact Assessment will be carried out when the content of the policy is fully determined.

9.0 RISKS

9.1 There are no risks relating to this report.

10.0 CLIMATE CHANGE

10.1 The report recommends that a reduction of 25% off the fee should be given where the vehicle is fuelled by LPG, Petrol/+ electric or compressed natural gas. This is to actively encourage the use of these vehicles for Hackney Carriage or Private Hire.

11.0 CONSULTATION

11.1 Full consultation will be carried out with drivers, operators and other key stakeholders. Responses arising will be presented for consideration by the REEA Committee prior to adoption of the policy

12.0 WARDS AFFECTED

12.1 All wards.

Contact Officer: Simon Greensmith: Licensing and Compliance Officer

Date: 27th October 2017

Appendices: Appendix A - Proposed Hackney Carriage/Private Hire Policy.
Appendix B – Welland audit report and recommendations
Appendix C – Table of proposed changes

Reference: Q : Committees