

LICENSING REGULATORY COMMITTEE

Appointment of Taxi/Private Hire Working Group 22nd March 2018

Report of Principal Licensing Officer

PURPOSE OF REPORT

At a meeting of the Licensing Regulatory Committee on 31st August 2017 members resolved to establish a Licensing Regulatory Sub-Committee to research the issues surrounding the use of different types of fire extinguishers in licensed vehicles operating in and licensed by, Lancaster City Council.

This was to be implemented following the appointment of the Principal Licensing Officer; who is now in post.

The purpose of this report is to advise elected members on the benefits of introducing a taxi and private hire working group in favour of a Licensing Regulatory Sub-Committee and consider the proposals laid out in this report.

Subsequently, a system to nominate members to sit on the working group will also be required.

This report is public.

RECOMMENDATIONS

Members are recommended:

- (1) To approve the proposal to introduce a taxi and private hire working group as outlined in this report.**
- (2) To adopt a system to nominate members to sit on the working group.**
- (3) To agree initial focus for the group**

1.0 Report

- 1.1 The taxi and private hire working group has been designed to bring together individuals, including elected members, stakeholders and Council Officers who possess the relevant knowledge and skills of the subject area, who will act collectively to undertake assigned tasks and activities in order to achieve the

project's objectives; in this case ensuring the continued review, development and improvement of the Council's taxi and private hire services.

- 1.2 It will be important for us to ensure that the working group approach draws on input from a range of stakeholders, many of whom will have competing perspectives and interests. It will also be important for the working group to ensure that while it provokes discussion and a range of opinions, the end result is a set of clear recommendations which can be implemented, and can be enforced, in the interests of public safety. The recommendations from the working group will be reported to this committee for consideration, discussion and to issue a decision whether to accept the recommendations.
- 1.3 Council Officers are working to establish a better communication method with licensed drivers, vehicle proprietors and private hire operators and hope that a true representation of the emerging issues that face the trade can be identified and discussed within the working group.
- 1.4 It is anticipated that following the channels of communication being open, representatives from the trade will be invited to attend working group meetings, once key tasks and projects have been identified as part of the initial set-up.
- 1.5 On reflection, it would seem more appropriate to refer to the group as a "working group" rather than a "Sub-Committee"; and the working group will make recommendations to the Licensing Regulatory Committee rather than act as a decision making body. Recommendations or findings from the working group will be presented to Licensing Regulatory Committee in line with the Council's scheme of delegation and constitution.
- 1.6 Proposed membership of the working group would be:
 - 3 elected members from Licensing Regulatory Committee (1 nominated as chairman)
 - Principal Licensing Officer
 - Licensing Enforcement Officer
 - 1 Private Hire representative
 - 1 Hackney Carriage representative

2.0 Conclusion

- 2.1 This report provides the Chairman of Licensing Regulatory Committee and Committee members with a proposal to set up a taxi and private hire working group, as resolved at the Licensing Regulatory Committee meeting on the 31st August 2017.
- 2.2 Members are asked to consider an appropriate system for nominating members to sit on the working group and appoint accordingly.
- 2.3 If agreed, the Principal Licensing Officer recommends that the initial focus of the working group should be to discuss the following matters:
 - Mechanism for engagement with the taxi trade
 - Fire extinguishers in licensed vehicles
 - Annual Hackney Carriage fare review.

CONCLUSION OF IMPACT ASSESSMENT

(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)

The primary purpose of the Licensing regime is to protect public safety.

FINANCIAL IMPLICATIONS

The working group will be managed and supported through existing resources.

LEGAL IMPLICATIONS

None identified in this report.

BACKGROUND PAPERS

None

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