

LICENSING COMMITTEE

Progress update re implementation of Department for Transport Statutory Taxi and Private Hire Vehicle Standards

7 April 2022

Report of Licensing Manager

PURPOSE OF REPORT

To provide the Committee with an update on progress regarding the implementation of standards outlined in the Department for Transport (DfT) "Statutory Taxi and Private Hire Vehicle Standards",

The report is public

RECOMMENDATIONS,

- (1) That the Committee note the report and updated action plan attached at Appendix 2.
- (2) That officers be advised of any additional actions required by the Committee in terms of compliance with the DfT Statutory Taxi and Private Hire Vehicle Standards

1.0 Report

- 1.1 The Committee has previously considered reports in relation to the Department for Transport (DfT) "Statutory Taxi and Private Hire Vehicle Standards". Officers have provided updates on progress in respect of compliance with the standards. The standards are attached at **Appendix 1**.
- 1.2 As members will be aware an additional part-time staff resource was used to develop a comprehensive taxi policy, the aim of the policy was to bring together licensing practice and procedure and where necessary further develop these to reflect the standards aspired to in the DfT Statutory Standards document.
- 1.3 The Private Hire and Hackney Carriage Licensing Policy was adopted by members at the February meeting of Licensing Committee, with many requirements of the DfT standards being met through the policy.
- 1.4 Attached at Appendix 2 is the action plan outlining the progress made from 8 October 2020, 18 March 2021 to current position.

**CONCLUSION OF IMPACT ASSESSMENT
(including Health & Safety, Equality & Diversity, Human Rights, Community Safety,
Sustainability and Rural Proofing):**

There are no impact assessments associated with this report, any amendments to existing policies will be subject to relevant impact assessments

LEGAL IMPLICATIONS

The Statutory Taxi and Private Hire Vehicle Standards are not legislation. However, para 1.3 of the Standards states- The Department (for Transport) expects these recommendations to be implemented unless there is compelling local reason not to

The document makes it clear that the standards have been developed as a result of past failings of licensing regimes and makes reference to both Jay and Casey reports and lists several local authorities where taxi licensing policy and practice had failed to offer the necessary protection to children.

The duty is a “have regard” duty. This means that the Council must take the standards into account and must give clear reasons for departing from them

FINANCIAL IMPLICATIONS

There are no financial implications in respect to this report.

**OTHER RESOURCE IMPLICATIONS, such as Human Resources, Information Services,
Property, Open Spaces**

SECTION 151 OFFICER’S COMMENTS

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MONITORING OFFICER’S COMMENTS

BACKGROUND PAPERS

Report to licensing Committee 27 August 2020, 8 October 2020

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