

HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY CONSULTATION OVERVIEW

A report was considered by the Licensing Committee at its meeting on 19th September 2016, for the introduction of a Hackney Carriage and private Hire Licensing Policy, which will amalgamate all the policies. The council has a set number of policies and conditions, which at present these are not contained within one formal document they are only available within committee reports and minutes, and in guidance notes to new applicants and the existing licensed trade

There are however a few matters which need addressing and introducing as part of the policy document.

The Committee approved that the following matters be the subject of a public consultation. Close of consultation to be

The full policy can be viewed at:-

Proposed Consultation

Individual Vehicle Approval (IVA) (see section 4.9 page 8)

In order to be satisfied of the safety of vehicles which have been converted after registration an Individual Vehicle Approval will be required.

The vehicles which require approval, are those defined as an N1 category – a van or minibus on the V5 document. Once the vehicle is registered, if there are any alterations to modify a van to a passenger vehicle (M1 category), then IVA approval needs to be submitted at the time of application.. Existing N1 vehicles already licensed by this Council will need to provide evidence of IVA approval, within 6-9 months of the adoption of this policy

These approval certificates can be obtained by booking an inspection at the VOSA testing facility based in Chadderton, for a cost of approximately £200

Existing N1 vehicles already licensed by this Council will need to provide evidence of IVA approval, the time frame for this will be 6 – 9 months from the adoption of the policy.

For further information on how to obtain a certificate please visit <https://www.gov.uk/vehicle-approval/individual-vehicle-approval>

These vehicles are mainly used on school contracts so the reason for the introduction of this requirement is based on public safety.

DBS update service (see section 5.4 page 10)

A requirement that drivers to subscribe to the DBS update service – This is presently at the discretion of an applicant at the time of applying for an Enhanced DBS. It is a fee of £13 per year but this will allow the Council to access the

service when necessary to confirm whether there has been any change to the DBS status necessitating a full DBS check and assist in the renewal process. It would be entirely reasonable on the basis of public protection. Those failing to subscribe would face suspension of the licence.

More information about the DBS can be found on their website at

<http://www.gov.uk/government/organisations/disclosure-and-barring-service>.

Certificate of Good Conduct (see section 5.4 page 11)

The DBS require 5 years address history to be able to undertake full background checks on applicants, if you have been living in the UK for less than 5 consecutive years at the time of application for a new licence, you must need obtain a Certificate of Good Conduct from the Embassy/High commission in the country or Countries in which you have resided. This document must be a certified translation if the original Embassy Certificate is not in English. The document must also be current within the last 3 months of the date of issue.

Note: Asylum seekers who hold a Home Office issued application registration documents together with a verification letter from the Home Office's Employer Checking Service stating that the named individual is permitted to work in the UK, will be exempt from the requirement to submit a Certificate of Good Conduct.

Please see the Home Office guide for overseas applicants.

<https://www.gov.uk/government/publications/criminal-records-checks-for-overseas-applicants>

Knowledge Tests (see section 5.6 page 12)

There are a number of applicants who undertake the knowledge test un-prepared (ie not revised the area, or haven't read the guidance pack provided) reasons for this maybe language barriers. The Council therefore want to introduce a cap to the number of attempts an applicant can take in a 12 month period. Applicants who cannot demonstrate a basic level of English language will be provided with information on relevant courses that can bring them to the relevant standard.

Safeguarding training (see section 5.7 page 12)

Taxi drivers/ operators are an integral part in our community, and as such with their role are best placed to help and assist statutory agencies with safeguarding some of the most vulnerable people.

The Safeguarding training has been a module on the Councils Driver training programme since Jan 2015 also forms part of the knowledge test questions. Drivers whose licence has lapsed for a period of more than six months and have undertook the knowledge test prior to January 2015 will need to attend the training again.

i Provision will be made for all existing drivers/opertors to undertake safeguarding

training; it is a requirement that all drivers attend this training, failure to attend will result in drivers being referred to committee for a review of their licence.

Non Standard Operators (see section 7 page 14)

The Council are considering introducing a “non standard operator” licence to differentiate between operators who run executive type businesses and standard operators. The businesses affected would be the operators who run chauffer operations; limousines; and executive vehicles. There will be some expectations on the service they provide in order for them to qualify for a “non standard” operator licence.

Penalty Point Scheme (see section 5.10 page 13)

A 12 month trial of a Penalty point scheme was introduced in January 2016, when this policy booklet is approved the 12 month Period will have elapsed. A small number of drivers have received penalty points but no one has accrued enough points to be referred to the General Licensing Sub Committee for a review of their licence, Should the council formally adopt the scheme.

Supplementary Testing Manual (Bodywork Standards see Appendix 1 page 101)

A bodywork standard has been trialled for a period of 18 months, its seems to have been received well by the trade, in that there have not been any complaints since its introduction. Should the standard be formally adopted