

## Appendix 1 - Updates Recommended by Licensing Committee

Changes recommended on 16 February 2024 without consultation:

Background (DfT consultation)	Current position in Policy/ On website	Decision made
<b>Role of Licensing Authorities</b>		
Any changes in licensing requirements should be followed by a review of the licenses already issued (3.7)	Reviews have never been undertaken previously.	Changes in licensing requirements will be followed by a review of the licenses already issued.
<b>Accessibility</b>		
Provide drivers legally exempt from carrying assistance dogs with a card in large print and braille, in addition to statutory exemption notice (4.2)	A notice is provided (Part 2 – 2.3.7 in Policy) but not in large print or braille	SKDC to issue a card in large print and braille, in addition to the statutory exemption notice, to drivers legally exempt from carrying assistance dogs.
All authorities to comply with Public Sector Equality Duty s149: - drivers should help passengers to stow mobility aids, pushchairs and luggage. - to ensure that older, younger or disabled passengers leave the vehicle safely. - support customers to use card readers or count change. - relevant staff should complete disability awareness training (4.7)	Currently the policy refers to assistance for disabled wheelchairs – (Part 2 – Vehicles 2.3.6, luggage Appendix E 1(h)/Appendix F 13(b))  Nothing mentioned re leaving vehicle.  No additional training for staff currently required	Add the addition elements to the Policy. <ul style="list-style-type: none"> <li>• Nothing mentioned re leaving vehicle.</li> <li>• No additional training for staff currently required</li> </ul>
<b>Enforcing the Licensing Regime</b>		
Licensing Authorities can have a system in place that is separate to DVLA/Courts issue.  The consultation recommendation is to increase the duration for points is 3 for drivers and 5yrs for operators (5.5)	Currently we have a points system in operation. Our points last for a rolling 12mths	Points system to change, increasing the duration of points from 12 months to 3 years for drivers and 5 years for operators.
<b>Driving Licences</b>		

Drivers should be trained in disability awareness and/have knowledge or skills assessed. The REAL disability equality training programme may provide a foundation for courses (6.3)	Not current required	Add as a requirement to the Policy.
Drivers are always legally responsible for the vehicles condition. A driver should undertake a walkaround check before the vehicle is used. Drivers should be required to retain the vehicle checklist as proof they have been undertaken (6.13)	Not currently specified in the Policy.	Introduction of required daily vehicle checks.
<b>Private Hire Operator Licensing</b>		
Disability awareness training for all customer facing roles and people managing service delivery (7.2)	Not currently required	Disability awareness training for all customer facing roles and people managing service delivery.
<b>Vehicle Licensing</b>		
Pedal-powered vehicles in combination with a trailer designed to carry passengers can be licensed as hackney carriages outside of London. Where there is local interest, licensing authorities should make appropriate adjustments to their licensing requirements (8.3)	Not currently detailed in the Policy	Provision to be included in policy re. pedicabs and rickshaws.
Authorities should consider the benefits of requiring additional accessibility equipment, as a minimum require the installation of hearing loops if an internal screen is fitted and investigate options for payment processes more accessible for visually impaired passengers (8.11)	Not currently specified within the Policy.	Add as a recommendation to the policy as opposed to a requirement.
Children aged 3yrs and over should always count towards the licensed capacity of the vehicle, they must wear an adult seat belt (if an appropriate car seat is not available). Children under the age of three do not need to wear	Nothing mentioned in the Policy.	Children aged 3 years and over should always count towards the licensed capacity of the vehicle.  No change re. seatbelts

an adult seatbelt when an appropriate car seat is not available (8.14)		
The Highway Code advises that should a vehicle catch fire, the occupants should get out of the vehicle quickly and to a safe place and not attempt to extinguish a fire in the engine compartment, as opening the bonnet will make the fire flare. The NFCC's advice is that if it is elected that fire safety training isn't required, they shouldn't require the carrying of fire extinguishers (8.18)	Fire extinguishers is a requirement in the Policy, Hackney Carriage byelaws – Appendix F 3(h) and Penalty Point 19 – offence	Removal of the penalty point offence and no enforcement of the fire extinguisher byelaws (to remove from the byelaws would require amendment by the Secretary of State)

Changes recommended by Licensing Committee following consultation on 10 May 2024.

<b>Background (DfT consultation)</b>	<b>Current position in Policy/ On website</b>	<b>Decision recommended</b>
<b>Driving Licences</b>		
Licensing authorities should require taxi and private hire drivers to undertake training and/or assessment focussed on attitudes and behaviours. Such as IAM Roadsmart and the RoSPA, at first application and renewal. If concerns, due to complaints, it would be appropriate to consider driver undertaking a further course. (6.4)	Not currently required.	Drivers to undertake training/assessment focussed on attitudes and behaviours.
Drivers are always legally responsible for the vehicles condition. A driver should undertake a walkaround check before the vehicle is used. Drivers should be required to retain the vehicle checklist as proof they have been undertaken (6.13)	Not currently specified in the Policy.	Points to be given if not completed - 3 pts  Vehicle check records to be retained for 12 months.
<b>Vehicle Licensing</b>		

<p>Licensing authorities should not impose age limits for vehicles, they should consider more targeted requirements to meet emissions objectives, safety ratings and increasing wheelchair accessible provision (8.4)</p>	<p>Current limit is 5yrs old at first registration and max of 10yrs old or 12yrs for hybrid/electric/Wheelchair Accessible Vehicles (Part 2 – Vehicles (2.4) of the Policy)</p>	<p>To remove the existing limits and replace them with the requirement for vehicles to be Euro 6 compliant at first registered and all vehicles (including hybrid/electric/wheelchair accessible) to be licenced up to a maximum age of 15 years.</p>
<p><b>Taxi Fare Rates</b></p>		
<p>Licensing Authorities have the power to set maximum taxi fares for journeys within their area and most do so. There is no power to set fares for private hire vehicles. The setting of fares is an executive function, not a council function (10.1)</p>	<p>SKDC operate a partially deregulated fares (Part 8 – Fares) in that proprietors may set their own rates as long as they provide a copy to the Licensing Team.</p>	<p>To retain the existing partially deregulated fares scheme.</p>
<p><b>Flexible Transport Services</b></p>		
<p>The Department encourages licensing authority, as a matter of best practice to play their part in promoting flexible services to increase the availability of transport to the travelling public.</p> <p><b>Shared taxis and private hire vehicles</b> – advance bookings (separate fares, but lower than individual hirings) - The operator or person taking the booking takes the initiative to match up passengers for pre-booking – akin to Dial-a-Ride/Call Connect</p> <p><b>Shared taxis</b> - immediate hiring (Licensing Authorities can set up schemes whereby licensed taxis (not private hire) can be hired at separate fares by people at ranks or other locations designated.</p> <p><b>Taxi and Private Hire Vehicles buses</b> owners of taxis and private hire vehicles to apply for a ‘restricted public service vehicle operator licence’. The vehicle owner can then use it to</p>	<p>Nothing mentioned in the policy currently – this is akin to Dial-a-Ride, Call Connect run by Lincolnshire County Council.</p>	<p>To include a shared taxi and private hire – advance bookings option for the operator or person taking the booking to offer matching up passengers</p> <p>And</p> <p>Include provision within the policy for the owners of taxis and private hire vehicles to apply for a ‘restricted public service vehicle operator licence’.</p>

<p>provide a bus service for up to 8 passengers. The route must be registered with the Traffic Commissioner.</p>		
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