

- (a) Requirement for foreign applicants to supply a certificate of good conduct. The Criminal Records Bureau will not generally carry out checks on foreign applicants. Therefore this is the most appropriate way to ensure that such applicants have a satisfactory history
- (b) The power to revoke or suspend a licence for touting or plying for hire within another district boundary. This Authority has no powers to prosecute a driver plying for hire in another district and in general neighbouring Authorities rarely take action. Any vehicle picking up customers illegally would be liable to having their vehicle insurance made void in the case of an accident. It is currently the perception within the trade that touting is an offence worth taking the risk because the likelihood of any Authority taking action is minimal.
- (c) Granting of a one year licence for EU drivers. An EU licence would not indicate any traffic offences committed in the GB (i.e. speeding) and at present there is no method to check the history of the licence with the originating country. However an applicant with a GB licence has a full historical check carried out with the DVLA. Under legislation holders of EU licenses can hold a P/H or H/C license but it is for the Licensing Authority to determine the length of that licence
- (d) The requirement for all new applicants to take the DSA driving test prior to grant of a licence. The introduction of the DSA test is covered in detail by another report.

Options

8. Members may take the following options:

- (a) Agree the proposed conditions as recommended at Appendix C
- (b) Reject the proposed conditions as recommended at Appendix C
- (c) Amend the conditions attached as at Appendix C

Implications

9. Financial	None arising from this report
Legal	As referred to in this report. Any Private Hire driver who has a licence refused, revoked or suspended has a right of appeal to a Magistrates Court.
Staffing	There are no staffing implications resulting from this report
Risk Management	N/A
Equal Opportunities	The licensing regime promotes equal opportunity

Consultations

10. Over 900 operators and licensed drivers have been consulted on this matter. The replies are attached as **Appendix B**. In general, the response from the trade has been supportive of the changes.

Effect on Annual Priorities and Corporate Objectives

11. Affordable Homes	Not applicable
Customer Service	The improvements in standards will benefit the general public
Northstowe and other growth areas	Not applicable

Quality, Accessible Services	As referred to in paragraph 5
Village Life	The provision of a safe and reliable transport system assists this objective
Sustainability	N/A
Partnership	Enforcement of conditions is regularly carried out as a partnership working with Police and neighbouring authorities

Conclusions/Summary

12. Drivers of Private Hire vehicles are placed in a position of trust and often are expected to drive persons who are vulnerable. The revision of the conditions would as far as is practicable ensure that drivers maintain a high standard and offer a safe and trustworthy service to the general public.

Recommendation

13. The Environmental Health Portfolio Holder and Licensing Committee are requested to recommend to Cabinet the adoption of the Private Hire Driver Licensing Conditions attached at Appendix C.

Background Papers: the following background papers were used in the preparation of this report: Local Government (Miscellaneous Provisions) Act 1976
Town Police Clauses Act 1847
DFT Taxi & Private Hire Vehicle Licensing – best practise guidance

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