

**Manchester City Council
Report for Information**

Report to: Licensing and Appeals Committee – 10 November 2014

Subject: Taxi Licensing update report

Report of: Head of Planning, Building Control and Licensing

Summary

The report provides the Committee with updated information regarding taxi related proposals contained within the Deregulation Bill .

Recommendations

1. That the Committee note the information in relation to the Deregulation Bill 2013-14 (HC Bill 191)

Wards Affected: All

Community Strategy Spine	Summary of the contribution to the strategy
Performance of the economy of the region and sub region	Not applicable to content this report
Reaching full potential in education and employment	Not applicable to the content of this report
Individual and collective self esteem – mutual respect	Not applicable to the content of this report
Neighbourhoods of Choice	Not applicable to the content of this report

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
 - Risk Management
 - Legal Considerations
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Financial Consequences – Revenue

None

Financial Consequences – Capital

None

Contact Officers:

Name: Jenette Hicks
Position: Licensing Unit Manager
Telephone: 0161 234 4962
E-mail: j.hicks1@manchester.gov.uk

Name: Ann Marku
Position: Principal Licensing Officer (Taxis)
Telephone: 0161 957 5956
E-mail: a.marku@manchester.gov.uk

Background documents

Deregulation bill 2013-14 (HC Bill 191)

Taxi Licensing update report to Licensing and appeals Committee 16th June 2014

1. Introduction

- 1.1 This report provides the Committee with updated information regarding taxi related proposals contained within the Deregulation Bill.
- 1.2 Members will recall a report to Committee on 16th June 2014 which provided information relevant to the taxi licensing function and this included an update on the Deregulation Bill 2013-14 (HC Bill 191). This report seeks to inform the Committee of the latest developments in relation to the Bill.

2. Deregulation Bill 2013-14 (HC Bill 191)

- 2.1 The Deregulation Bill 2013-14 (HC Bill 191) completed its second reading and general debate on 7th July 2014, and is currently at the Committee stage in the House of Lords
- 2.2 As set out in the earlier report, the purpose of the 'Deregulation Bill is:
- i. to make provision for the reduction of burdens resulting from legislation for businesses or other organisations or for individuals
 - ii. make provision for the repeal of legislation which no longer has practical use
 - iii. make provision about the exercise of regulatory functions and for connected purposes
- 2.3 The Bill is a lengthy document of some 169 pages, covering a multitude of issues. In the report of 16th June 2014, officers indicated the areas of the Deregulation Bill that would change the legislation affecting taxis and private hire vehicles in the following three ways:
- i. allowing private hire operators to sub-contract bookings to operators licensed in a different district. The basis of this is the belief that this would improve an operator's ability to meet passengers' needs and make the passengers experience more convenient
 - ii. allow anyone with an ordinary driver's licence to drive a private hire vehicle when it is 'off duty'. The benefit of this measure would allow families to use a PHV as a family car, freeing up the need to run a second family car.
 - iii. making the standard duration for all taxi and PHV driver licences three years and five years for PHV operator licences. It is further proposed that shorter durations will only be granted on a case-by-case basis where this can be justified. This, it is considered, will reduce the financial and administrative burden of having to make more frequent licence renewals.
- 2.4 It has now been announced that section 10 of the Deregulation Bill, which was to make changes to Section 46 of the Local Government (Miscellaneous Provisions) Act 1976 (as indicated in 2.3(ii) above) is to be removed. That is

the original proposal to allow anyone to drive a private hire vehicle when it is 'off duty'.

3. Remaining Stages of the Deregulation Bill

- 3.1 The table below provides information on the time frame and the remaining stages of the Deregulation Bill through the House of Lords and subsequently the House of Commons for consideration of any amendments made. The unknown elements in terms of timing relates to the 3rd Reading onwards. As such it is not yet known when the Deregulation Bill would be enacted.

1	Committee Stage (line by line examination of the Bill) 21.10.14 28.10.14 30.10.14 04.11.14 06.11.14 11.11.14
2	Report stage (usually 14 days after the Committee stage).
3	3 rd Reading
4	Consideration of Amendments
5	Royal Assent

4. Legal implications

- 4.1 There are no legal implications

5. Implications for:

(a) Equal Opportunities

There are no equal opportunity issue in relation to this report

(b) Risk Management

There are no risk management issues in relation to this report.

(c) Legal Considerations

There are no legal considerations other than those already highlighted within the report

6. Conclusion

- 6.1 The report provides a further update of the Deregulation Bill 2013-14 (HC Bill 191) and highlights the recent amendments to section 10 that are relevant to taxi licensing.
- 6.2 The report also informs the Committee of the remaining stages of the Bill through the House of Lords.