

- Hertfordshire County Council passenger transport unit
- Hertfordshire Constabulary
- Hertfordshire Fire and Rescue
- Local Safeguarding Children's Board
- East and North Herts Primary Care Trust
- React Disability Group (Stevenage Branch)
- Age Concern (Stevenage Branch)
- First Capital Connect
- Arriva
- Vehicle and Operator Services Agency
- Social Inclusion Forum

A link was also placed on the Stevenage Borough Councils web-site giving details of the consultation period and inviting representations to be made on or before the 31 October 2008.

14 responses were received during the consultation period that the Committee should consider prior to agreeing a final version.

4 REASONS FOR RECOMMENDED COURSE OF ACTIONS AND OTHER OPTIONS

A table which summarises the comments received along with suggested changes is attached as Appendix 1 to this report.

Supporting information referred to throughout the table can be found as Appendices 2 - 7.

Copies of the representations received are attached as Appendix 8 to this report.

5 IMPLICATIONS

5.1 Financial Implications

Any costs involved with the introduction of the new application procedures will be recovered from the applicant.

Where it is considered that the introduction of a new condition will have a significant financial impact on existing licence holders, Grandfather Rights have been granted. These are specified within the individual conditions.

Fees for all types of licensing applications have been considered separately and will be reported to the General Purposes Committee separately.

5.2 Legal Implications

Stevenage Borough Council has adopted the provisions of the Local Government (Miscellaneous Provisions) Act 1976 which provides the mechanism for taxi, private hire and operator licensing. Any person aggrieved by a refusal to grant a licence, or

the suspension or revocation of an existing licence, has a right of appeal to the Magistrate's Court.

5.3 Policy Implications

The policy and conditions, if adopted, would improve the quality and safety of the licensed trade within Stevenage.

5.4 Environmental Implications

The policy proposes to introduce a reduced fee for licensed vehicles with low emissions, so could help to promote a lower environmental impact in support of the So Stevenage Community Strategy.

5.5 Equal Opportunities Implications

The proposed introduction of an English Language test removes the subjective measure of an applicant's ability to understand the English Language and to be understood.

5.6 Community Safety Implications

The policy and conditions, if adopted, would improve the quality and safety not only of the licensed trade within Stevenage, but to the public also.

5.7 Equalities and Diversity Implications

An equalities impact assessment has been carried out for this policy. This will be reviewed on a regular basis and if any changes are made to the policy.

BACKGROUND PAPERS

- Department for Transport Taxi and Private Hire Licensing: Best Practice Guidance. Published October 2006.
- Department for Transport Guidance for operators of stretched limousines. Published January 2008.
- The National Association of Licensing and Enforcement Officers - Model Standard for Taxi and Private Hire Licensing. Published 2007.
- The Public Authority Transport Network - Taxi and Private Hire Technical Officer Group Vehicle Inspection Manual. Published 2008.
- The Local Government (Miscellaneous Provisions) Act 1976.

APPENDICES

- Appendix 1 - Summary of responses and suggested amendments (*please see separate bundle*)
- Appendix 2 - Supporting Information (Driving Standards Authority)
- Appendix 3 - Supporting Information (Medical)
- Appendix 4 - Supporting Information (Wheelchair Accessible Vehicles)
- Appendix 5 - Supporting Information (First Aid Provisions)

- Appendix 6 - Supporting Information (Door Signs)
- Appendix 7 - Supporting Information (Age Limits/Vehicle Testing)
- Appendix 8 - Representations received
- Appendix 9 - Consultation document "Taxi and Private Hire Conditions of Licensing"