

REPORT OF Cllr David Lancaster, Lead Member for Environment,  
Neighbourhoods and Community Safety

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TO Cabinet

ON

28<sup>th</sup> September 2021

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TITLE: Adoption of GM Minimum Licensing Standards for Taxi and  
Private Hire- Stage 1

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RECOMMENDATIONS: That the City Mayor approves the proposals for Greater Manchester Minimum Licensing Standards for hackney carriages and private hire vehicles as they relate to licensed drivers, licensed operators and the local authority, as a key decision.

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**EXECUTIVE SUMMARY:**

Following extensive consultation the proposal to adopt minimum licensing standards (MLS) in relation to the regulation of the hackney carriage and private hire sectors across Greater Manchester has been split into two phases. The first (Stage 1) addresses proposals for the licensing of Drivers, Operators and arrangements for how Local Authorities fulfil their functions.

The second phase (Stage 2) will address standards for licensed vehicles and a separate report covering those proposals will be submitted for consideration later this year.

The primary objectives of Minimum Licensing Standards are:

- to deliver improved standards in relation to driver, vehicle and operator standards in order to provide the public with safe, visible and high-quality taxi and private hire services (*vehicle standards to be progressed under stage 2*)
- to achieve a greater level of consistency across GM taxi and private hire licensing regulation including licensing authority service delivery. GM LAs are seeking to agree a more consistent approach to licence fee setting (this references approach, not standardised fees) and approach to compliance and enforcement activity.

These outputs will also assist with:

- the broader transport programme, to improve and integrate the transport system as a whole.
- achievement of GMs clean air and carbon reduction objectives.

Full details of the proposals are contained in the report to the Greater Manchester Combined Authority attached as appendix (a) to this report.

The Stage 1 report contains 17 standards for drivers, operators and local authorities; most are to be implemented as proposed or with minor amendment, as reflected in the report, however:

- Driver proposed standard 5: driving proficiency tests will not be imposed until a date agreed in 2022 due to financial impacts to the trade during the pandemic.
- Driver proposed standard 8: drug and alcohol testing - to develop a full policy proposal to be brought back to Members in 2022.
- Local authority proposed standard 6: Excellence in Licensing Award scheme will not be introduced at this time. Whilst there will clearly be opportunity to promote the Salford and GM licensed fleet at large, and opportunity to promote exemplary practice through communications, more time is required to consider how and if an awards scheme should be operated and funded.

The detailed report on the proposals was considered by the Greater Manchester Wider Leadership Team and was endorsed by the Greater Manchester Combined Authority.

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## **BACKGROUND DOCUMENTS:**

- **25 June 2021, report to GMCA: MLS Update**
  - **31 July 2020, report to GMCA: MLS Consultation**
  - **29 May 2020, report to GMCA: Clean Air Plan Update**
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**KEY DECISION: YES**

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**KEY COUNCIL POLICIES: Salford City Council Taxi Licensing Policy**

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## **EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS.**

An Equality Impact Assessment has been provided. Aspects relating to vehicle standards will remain in draft and the EQIA will be confirmed as final when Stage 2 is progressed to decision.

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**ASSESSMENT OF RISK: Low**

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## **LEGAL IMPLICATIONS Supplied by:**

Barbara Gora, Manchester and Salford Shared Legal Services

The Licensing Authority Salford City Council has the right to amend its Taxi Licensing Policy.

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FINANCIAL IMPLICATIONS Supplied by: N/A

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PROCUREMENT IMPLICATIONS Supplied by: N/A

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HR IMPLICATIONS Supplied by: N/A

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CLIMATE CHANGE IMPLICATIONS Supplied by: N/A

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OTHER DIRECTORATES CONSULTED: People Directorate

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CONTACT OFFICER: Tim Cook

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WARDS TO WHICH REPORT RELATES: Citywide