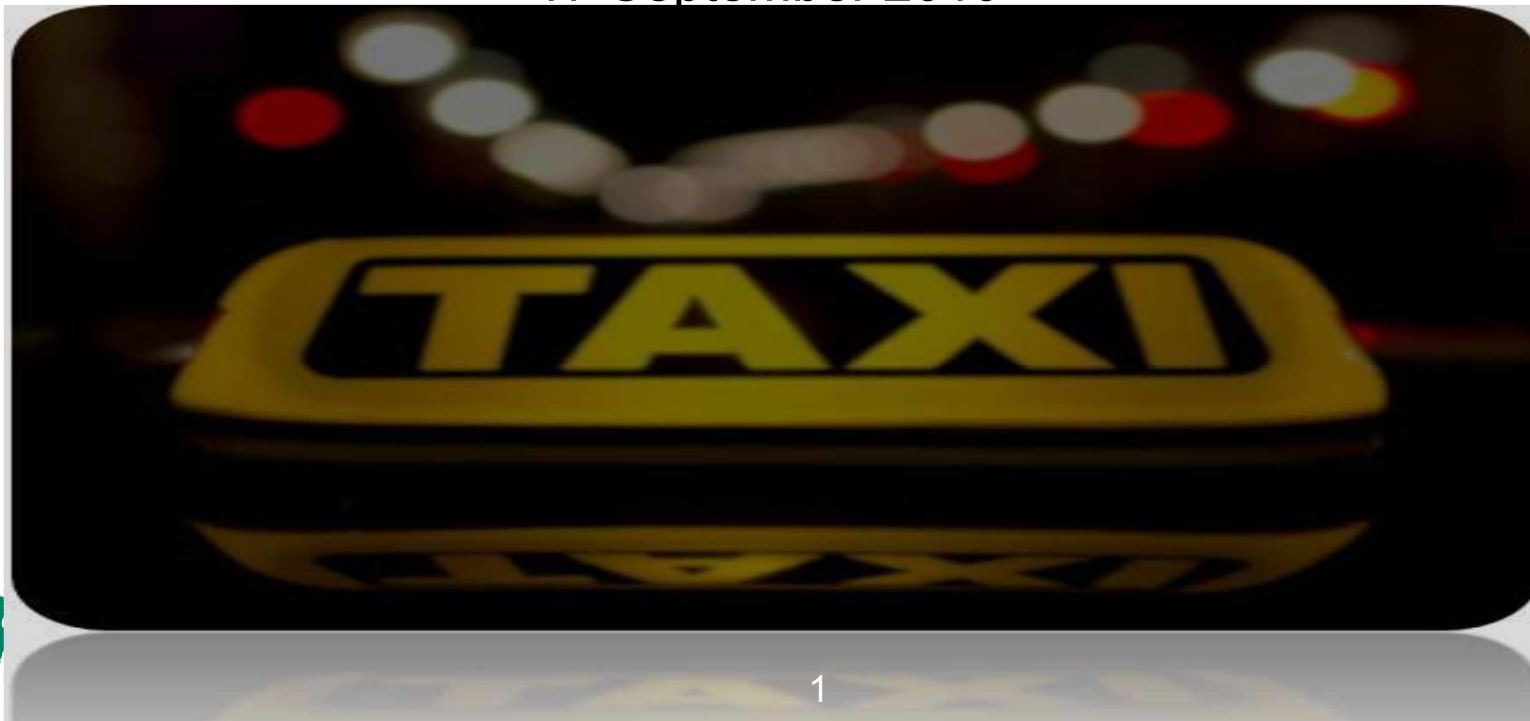

Taxi/PHV – Greater Manchester Minimum Licensing Standards Update

17 September 2019



The Background

- Licensing Managers Group supported by TfGM, have been working to develop a set of common standards with the following aims :-
 - Increase public safety
 - Combat issues with out-of-area operation
 - Improved vehicles standards
 - Improve clean air
- 4 Key issues – Drivers, Vehicles, Operators, LA's

Drivers

- Fit and Proper test
- Medical Standards
- Local Knowledge
- English language
- Safeguarding & Equalities Training
- Driving standards & Tests
- Code of Conduct

Vehicles

- Vehicle age limits
- Emissions policy
- Frequency of tests
- Written off vehicles policy
- CCTV
- Common livery and colour
- Vehicle conditions



Operators

- Standards for records and audits
- Conditions on app-based services
- Code of Conduct
- DBS checks on base staff



Local Authority Standards

- No unnecessary delays in granting applications
- Enforcement concordat
- Common approach to calculating fees
- Consistent member training
- Delegated authority for suspension/revocation



Clean Air Plan (CAP)

- GM Authorities to received legal direction from Government develop proposals to reduce Nitrogen Dioxide (NO₂) levels to legal limits in the shortest possible time
- Outline Business Case was submitted in March 2019 proposing the Clean Air Zone and package of support available.

The Issues

- Government responded to the Outline Business Case (OBC) seeking further justification for the Clean Air Zone which had been identified – delaying the CAP
- Hackney Carriage Trade mobilised to form a coalition Trade group made up of representatives from across GM

Next Steps

- Consultation on Minimum Standards suspended until implications of the clean air plan are known
- GM Managers continuing to develop common policies
- Legislative reform - a consistent GM ask of Government is required to ensure effective regulation, to prevent out-of-area operation