



REPORT OF THE DIRECTOR OF RESILIENT COMMUNITIES

LICENSING AND SAFETY COMMITTEE

20 FEBRUARY 2024

TAXI AND PRIVATE HIRE LICENSING

DRAFT CRIMINAL & MOTORING CONVICTIONS POLICY DRAFT FIT & PROPER PERSON POLICY

1.0 Summary of report

- 1.1 At the Licensing & Safety committee held on the 13 September 2023, a report was presented to members seeking permission to publicly consult on two draft policies relating to the private hire and hackney carriage trade.
- 1.2 The draft Fit & Proper Person policy and draft Motoring & Criminal Convictions policy are part of a set of documents that will bring together the council's procedures on taxi and private hire vehicle licensing as recommended by statutory guidance issued by the Department for Transport.
- 1.3 Public consultation began on the 16 November 2023 and ended on the 28 December 2023. The consultation questions accompanied by a copy of the draft policies were uploaded on to the council's webpage and a link to this information was sent via text to all licensed drivers, proprietors of vehicles and private hire operators.

2.0 Recommendations

- 2.1 To note that following evaluation of the responses to the consultation, attached at appendix 2 to this report, no changes are recommended to the draft policies as consulted upon.
- 2.2 That the following draft policies be approved as appended to this report to be implemented within 14 days of the date of this meeting:
 - Criminal and Motoring Convictions Policy – Appendix 3
 - Fit and Proper Person Policy – Appendix 4

3.0 Background information

3.1 The statutory taxi and private hire vehicle standards were published by the Department for Transport in July 2020. The councils licensing service familiarised itself with the document and referred to it when assessing the suitability of an individual to hold a licence or when acting against a licence holder in breach of licence conditions. The document was also referred to in any relevant committee reports pertaining to applicants for licences or licensed drivers. A copy of the report to the Licensing and Safety Committee on 13 September 2023 is attached at **Appendix 1**

3.2 As a result of the decision to consult on these policies a link to the web page containing the consultation survey and policy documents was sent via text message to all licensed drivers, vehicle proprietors and private hire operators. A link to the relevant web page was also included in the December issue of the Taxi and Private Hire newsletter published by the councils licensing team. In terms of the public the consultation was promoted in the media and published on the council's taxi licensing page as well as the council's main consultation page. The policies were discussed with responsible authorities prior to the consultation and Children services commented on the policies confirming that they met their requirements. Partner agencies and relevant services such as the Police, Trading Standards and Childrens services were emailed on the 17 November 2023 with a link to the consultation to complete.

3.3 During the consultation period, a total of 84 responses were received. The responses are broken down in the table below:

Licensed Drivers	Licensed Drivers living in Walsall	Licensed Drivers living outside Walsall	Walsall Residents	Other (Operator)
65	56	9	17	2

3.4 Walsall Council currently licence 1507 hackney carriage, private hire, and dual licensed drivers, which means approximately 5% of licensed drivers have responded to the consultation.

3.5 A copy of the consultation responses in contained at **Appendix 2**. The responses show that most of the respondents are in favour of the reviewed policies and therefore no amendments to the policies have been necessary.

3.6 Appendix 3 is a copy of the Draft Fit & Proper Person Policy.

3.7 Appendix 4 is a copy of the Draft Motoring & Convictions Policy.

4.0 Resource considerations

- 4.1 **Financial:** The costs involved in carrying out the consultation has been met from existing budgets held by the licensing services.
- 4.2 **Legal:** Members of the public, the trade or responsible authorities can appeal against the policy. The policy could also be judicially reviewed.
- 4.3 The Department for Transport Statutory taxi and private hire vehicle standards were published in July 2020 under section 177(1) of the Policing and Crime Act 2017 following consultation in accordance with section 177(5).

In section 2. Consideration of the statutory taxi and private hire vehicle standards the documents states

‘The standards set out a framework of policies that, under section 177(4), licensing authorities must have regard to when exercising their functions. These functions include developing, implementing and reviewing their taxi and private hire vehicle licensing regimes. Having regard is more than having a cursory glance at a document before arriving at a preconceived conclusion.

Having regard to these standards requires public authorities, in formulating a policy, to give considerations the weight which is proportionate in the circumstances. Given that the standards have been set directly to address the safeguarding of the public and the potential impact of failings in this area, the importance of thoroughly considering these standards cannot be overstated. It is not a question of box ticking, the standards must be considered rigorously and with an open mind.

Although it remains the case that licensing authorities must reach their own decisions, both on overall policies and on individual licensing matters in light of the relevant law, it may be that the statutory taxi and private hire vehicle standards might be drawn upon in any legal challenge to an authority’s practice, and that any failure to adhere to the standards without sufficient justification could be detrimental to the authority’s defence. In the interest of transparency, all licensing authorities should publish their consideration of the measures contained in statutory taxi and private hire vehicle standards, and the policies and delivery plans that stem from these. The department has undertaken to monitor the effectiveness of the standards in achieving the protection of children and vulnerable adults (and by extension all passengers).

The statutory taxi and private hire vehicle standards does not purport to give a definitive statement of the law and any decisions made by a licensing authority remain a matter for that authority.’

- 4.4 Under the provisions of Sections 51, 55, and 59, Local Government (Miscellaneous Provisions) Act 1976, the licensing authority is required to ensure that an applicant for the grant or renewal of a hackney carriage and/or a private hire vehicle drivers' licence and/or private hire vehicle operators licence is a 'fit and proper' person to hold such a licence.
- 4.5 A district council may attach to the grant of a licence such conditions as they may consider reasonably necessary.
- 4.6 Section 52 of the 1976 Act states that any person aggrieved by: -
- (1) The refusal of the district council to grant a licence under Section 51 of the Act, or
 - (2) Any conditions attached to the grant of a driver's licence, may appeal to a Magistrates Court.

Any appeal must be made to the Magistrates Court within 21 days of notification of such a decision.

- 4.7 Section 61 and Section 62 of the Local Government Miscellaneous Provisions Act 1976 allow the licensing authority to suspend, revoke or refuse to renew a licence if the applicant/licence holder has been convicted of an offence involving dishonesty, indecency, violence; failure to comply with the provisions of the Town Police Clauses Act 1847; failure to comply with the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976; or any other reasonable cause.
- 4.8 Any applicant refused a driver's licence on the grounds that the licensing authority is not satisfied he/she is a fit and proper person to hold such a licence has a right to appeal to the Magistrates' Court within 21 days of the notice of refusal [Local Government Miscellaneous Provisions Act 1976, s 77 (1)].
- 4.9 The Rehabilitation of Offenders Act 1974 (Exceptions)(Amendment) Order 2002, allows the licensing authority to take into account all convictions recorded against an applicant or the holder of a private hire vehicle or hackney carriage driver's licence, whether spent or not. Therefore, the licensing authority will have regard to all relevant convictions, particularly where there is a long history of offending or a recent pattern of repeat offending.
- 4.10 There is no statutory definition of Fit & Proper Person but within the Department for Transport Statutory Standards it is suggested that the basis for such a definition would be.

'Without any prejudice, and based on the information before you, would you allow a person for whom you care, regardless of their condition, to travel alone in a vehicle driven by this person at any time of day or night?

If, on the balance of probabilities, the answer to the question is no, the individual should not hold a licence.'

- 4.11 In a legal case relied upon by many in the licensing regime *McCool v Rushcliffe Borough Council* (1998) the decision arrived at included the following

'it is for the applicant to establish that he is a fit and proper person on the balance of probabilities. The real question to be decided is whether or not, on the balance of probabilities, the applicant is a fit and proper person to be granted a licence. This does not require the view to be formed as to whether the person had, in all likelihood, committed a specific offence'

- 4.12 Another key case includes *Leeds City Council v Hussain* (2002) where the following was determined

"the purpose of the power of suspension is to protect users of licensed vehicles and those who are driven by them and members of the public. Its purpose [and], therefore [the test of fitness and propriety], is to prevent licences being given to or used by those who are not suitable people taking into account their driving record, their driving experience, their sobriety, mental and physical fitness, honesty, and that they are people who would not take advantage of their employment to abuse or assault passengers."

- 4.13 Where an applicant has been convicted of a criminal offence, the licensing authority cannot review the merits of the conviction [*Nottingham City Council v. Mohammed Farooq* (1998)]

5.0 Staffing:

- 5.1 Nothing arising from this report.

6.0 Citizen Impact

- 6.1 Walsall Councils Taxi and PHV Licensing, Criminal & Motoring Convictions Guidelines state that: -

The overriding aim of the licensing authority is to protect the safety of the public. The licensing authority is concerned to ensure:

- That a person is a fit and proper person.
- That the person does not pose a threat to the public.
- That the public are safeguarded from dishonest person.
- The safeguarding of children and young persons.

- 6.2 As set out by Phillip Kolvin QC in his foreword to the Institute of Licensing document 'Guidance on determining the suitability of applicants and licensees in the hackney and private hire trade' (April 2018) stated

The function of licensing is the protection of the public. A member of the public stepping into a motor vehicle driven by a stranger must be able to trust the driver. Are they honest? Are they competent? Are they safe? Are they trustworthy? When we transact with others, we usually have time and opportunity to make such assessments. When we transact with taxi drivers, we don't. Therefore, we must, and do, rely on the licence as the warranty of the driver's safety and suitability for the task at hand.

It follows that a licensing authority has an onerous responsibility. In making decisions regarding grant and renewal of licences it is, in effect, holding out the licensee as someone who can be trusted to convey the passenger from A to B in safety. That passenger may be you, or your elderly mother, or your teenage daughter, or a person who has had too much to drink, or who is vulnerable for a whole host of other reasons.

6.3 The Department for Transport Statutory Standards make clear the impact on citizens from adopting these policies including

The Policing and Crime Act 2017 enables the Secretary of State for Transport to issue statutory guidance on exercising taxi and private hire vehicle licensing functions to protect children and vulnerable individuals who are over 18 from harm when using these services. For the purposes of this document, a child is defined as anyone who has not yet reached their 18th birthday – and the term vulnerable individual has the same meaning as the definition of a vulnerable adult for the purpose of Section 42 of the Care Act 2014, which applies where a local authority has reasonable cause to suspect that an adult in its area (whether or not ordinarily resident there):

- has needs for care and support (whether or not the authority is meeting any of those needs)
- is experiencing, or is at risk of, abuse or neglect
- as a result of those needs is unable to protect himself or herself against the abuse or neglect or the risk of it

7.0 Community Safety

7.1 The introduction of the policy is for the benefit of the community and people of Walsall. As set out in section 6 the impact on individuals and whole communities is significant particularly vulnerable members of the community.

7.2 The development of this policy is of particular interest to partners such as Walsall Police, Childrens Services, Adult Services, Public Health, Community Safety and others. This is because Community Safety strategic and operational issues including exploitation, violence, county lines, human trafficking and a host of other social ills have been associated with the taxi trade historically in other areas of the country. The taxi trade in Walsall consists of many honest and diligent individuals who we must work with to drive out poor performers,

criminals and others who spoil the reputation of the trade and have detrimental impacts on our communities.

8.0 Environmental Impact

There is no environmental impact as a consequence of this report or policy adoption.

9.0 Performance and Risk Management Issues

9.1 The statutory standards were published in 2020 and the authority is now seeking to develop and publish its policy changes as a result of those standards. Since 2020 in all decision making either at officer level or committee/subcommittee level due regard has been paid to the standards and relevant extracts have been included in all relevant decision making.

9.2 To ensure the council's decision making is formally updated and to ensure any challenges to decision making can be robustly defended it is important this Policy receives due consideration and is published expeditiously.

10.0 Equality Implications

None arising from this report

11.0 Consultation

11.1 The Statutory Standards state with regard to Consultation

Licensing authorities should consult on proposed changes in licensing rules that may have significant impacts on passengers and/or the trade. Such consultation should include not only the taxi and private hire vehicle trades but also groups likely to be the trades' customers. Examples are groups representing disabled people, Chambers of Commerce, organisations with a wider transport interest (such as the Campaign for Better Transport and other transport providers), women's groups, local traders, and the local multi-agency safeguarding arrangements. It may also be helpful to consult with night-time economy groups (such as Pubwatch) if the trade is an important element of dispersal from the local night-time economy's activities.

Any decision taken to alter the licensing regime is likely to have an impact on the operation of the taxi and private hire vehicle sector in neighbouring areas – and licensing authorities should engage with these areas to identify any concerns and issues that might arise from a proposed change. Many areas convene regional officer consultation groups or, more formally, councillor liaison meetings – this should be adopted by all authorities.

11.2 The service will ensure this consultation meets the requirements of this and any other corporate consultation requirements.

12.0 Appendices

Appendix 1 – Report to Licensing & Safety

Appendix 2 – Consultation responses

Appendix 3 – Draft Fit & Proper Person Policy

Appendix 4 – Draft Criminal & Motoring Convictions Policy.

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