

## TRAFFORD BOROUGH COUNCIL

### STATEMENT OF EXECUTIVE DECISION

<b><u>DATE OF DECISION</u></b>	Monday, 22 November 2021	<b><u>DECISION MAKER</u></b>
<b><u>DECISION REFERENCE</u></b>	E/22.11.21/9	<b>Executive</b> (Councillors A. Western, Adshead, Freeman, Harding, Patel, Ross, Slater and Whitham.)

#### **RECORD OF THE DECISION**

##### **GREATER MANCHESTER MINIMUM LICENSING STANDARDS FOR TAXI AND PRIVATE HIRE STAGE 2 - VEHICLES**

(1) That feedback from the recent public and trade consultation on the proposed Greater Manchester Minimum Licensing Standards for Taxi and Private Hire be noted.

(2) That Council be recommended to approve that:

- wheel chair access for licensed hackney carriage vehicles is applied as per Standard 1 in Table A of the report.
- age limits for vehicles are applied as per Standard 2 in Table A of the report.
- emission standards for vehicles are applied as per Standard 3 in Table A of the report
- the standards for vehicle colour are applied as per Standard 4 in Table A of the report.
- the standard for livery for vehicles is applied as per Standard 5 in Table A of the report.
- the standards for vehicle testing are applied as per Standard 6 in Table A of the report
- the provision of CCTV in vehicles is applied as per Standard 7 in Table A of the report.
- the standards for Executive hire are applied as per Standard 8 in Table A of the report.
- the standards for Executive hire are applied as per Standard 8 in Table A of the report.
- vehicle design standards are applied as per Standard 9 in Table A of the report.
- vehicle conditions are applied as per Appendix 2 of the report and Standard 10 in Table A of the report.
- the implementation dates for standards and conditions contained within the report within Table A are applied.

(3) That the Equalities Impact Assessment, as set out at Appendix 3 to the report, be noted.

#### **REASONS FOR THE DECISION**

The primary driver for this work was to ensure public safety and protection, and to improve vehicle emission standards in the context of the Clean Air and the decarbonisation agendas. In addition, by establishing standards around common vehicle specifications, MLS is an important mechanism that permits the systematic improvements to taxi and private hire service across Greater Manchester and their visibility. The adoption of these policies stands to benefit drivers and the trade more widely as public confidence in a well-regulated and locally licensed taxi and private hire sector grows; they will also contribute directly to better air quality and lower carbon emissions. By establishing and implementing Greater Manchester-wide minimum licensing standards, we can help to ensure that all residents and visitors see these services as safe and reliable, and preferable to those not licensed by Greater Manchester local authorities.

#### **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED AT THE MEETING/BY MEMBERS**

Not to implement the MLS. This would mean that the opportunities for a safer taxi service in Trafford, which are outlined in the report, are missed.

**CONFLICTS OF INTEREST DECLARED AND ANY ASSOCIATED DISPENSATION**

None.

**Scrutiny Call in Deadline**

**Not applicable.** This is a recommendation to Council, as the substantive decision-maker, and so call-in is not appropriate.

**PUBLICATION DATE**

Wednesday, 24 November 2021

**RECORDED BY:**

Corporate Director, Governance & Community Strategy