

LICENSING COMMITTEE
(NON LICENSING ACT 2003
FUNCTIONS)

Agenda Item 23

Brighton & Hove City Council

Subject: *Blue Book Review*

Date of Meeting: **4 March 2010**

Report of: *Director of Environment*

Contact Officer: Name: Martin Seymour Tel: 29-6659

E-mail: martin.seymour@brighton-hove.gov.uk

Wards Affected: All

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To review byelaws, conditions advice and information for Hackney Carriage and Private Hire, Drivers, Vehicles and Operators contained in the blue handbook (The Blue Book).

2. RECOMMENDATIONS:

- 2.1 That Committee approve items 1-3 (Appendix A) pending full review of the handbook - 2nd Edition.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The Council licenses Hackney Carriage and Private Hire, Drivers, Vehicles, and Private Hire Operators. The authority for doing so is by adoption of the Local Government (Miscellaneous Provisions) Act 1976, Part II., (Section 45), The Town Police Clauses Act 1847, (Section 68) and the Public Health Act 1875, (Section 171).
- 3.2 The handbook (Blue Book) was designed to combine many bye laws, conditions, advice and information for hackney carriage and private hire drivers, vehicles and operators previously in various and separate forms and was first approved by committee in February 2007.
- 3.2 Any amendments, changes or additions approved and issued by the council to this handbook must be attached to the inside of this cover and treated as if they are part of the handbook.
- 3.3 It is best practice to review any policies adopted by the council every three years. The handbook should therefore be reviewed during 2010. Some conditions will be amended for the 2nd edition to reflect current working

practices and changes in legislation. Other minor alterations will be made to wording and sequencing in order to make the book more user friendly.

- 3.4 It is intended that the handbook will be produced in a booklet format and made available for all hackney carriage & private hire, drivers, proprietors & operators.

4. CONSULTATION:

- 4.1 The matter has been discussed at the council's Hackney Carriage and Private Hire Consultation Forum. The forum was in support of the amendments contained in appendix B. The council also wishes to acknowledge the help and advice given by NALEO (National Association of Licensing Enforcement Officers) in drafting the first edition.

5. FINANCIAL & OTHER IMPLICATIONS:

5.1 Financial Implications:

Any costs associated with producing the 2nd Edition Blue Book will be met from existing revenue budgets.

Finance Officer Consulted: Karen Brookshaw

Date: 25/01/2010

5.2 Legal Implications:

These are covered in the body of the report.

Lawyer: Rebecca Sidell

Date: 04/02/10

5.3 Equalities Implications:

As a service provider, the council provides high quality services to meet the diverse needs of Brighton and Hove residents. Equally accessible to all, it also uses its influence with partners to further the principles beyond it's own operation. The needs of minority groups will need to be considered, whilst still achieving the aims of the licensing regime.

5.4 Sustainability Implications:

The role of the taxi trade is included in the Local Transport Plan, which identifies it as a key element in providing sustainable transport choices. It creates important links in the transport network to other forms of sustainable transport providing a seamless connection. It will contribute to three of the government's four shared transport priorities – reducing congestion, improving air quality and accessibility. Use of taxis for school transport, licensed vehicles using bus lanes, locating ranks at railway stations and the city coach station, approved use of liquid petroleum gas all contribute to reducing congestion and moving passengers quickly.

5.5 Crime & Disorder Implications:

Sufficient late night transport to reduce public place violent crime is recognised in the community safety, crime reduction and drugs strategy. The presence of CCTV can be an important means of deterring and detecting crime.

5.6 Risk and Opportunity Management Implications:

The transport industry should be safe, profitable and be a positive experience for residents and visitors.

5.7 Corporate / Citywide Implications:

Tourism needs to provide a warm welcome to visitors and the tourism Strategy depends upon effective partnership with transport operators particularly to achieve safe late night dispersal for the night time economy.

SUPPORTING DOCUMENTATION

Appendices:

A. Recommendations.

Documents In Members' Rooms:

None.

Background Documents:

None.

RECOMMENDATIONS:

1. The proprietor must ensure that all drivers of the vehicle are adequately trained in the embarking, disembarking and safe carriage of passengers in wheelchairs. Proprietors must be able to demonstrate to the Authorised Officer that training has been provided upon demand.
2. Vehicles should normally have an engine capacity of at least 1600cc.
3. Where a licensed vehicle is also registered as a taxi bus additional livery required for registration will be allowed and/or additional livery as approved by the Director of the Environment to show the vehicle is a Taxi Bus.

