



Leicester
City Council

MEETING OF THE LICENSING AND PUBLIC SAFETY COMMITTEE

DATE: TUESDAY, 30 APRIL 2024

TIME: 5:30 pm

PLACE: Meeting Room G.01, Ground Floor, City Hall, 115 Charles Street, Leicester, LE1 1FZ

Members of the Committee

Councillor Singh Johal – Vice Chair

Councillor Byrne – Co-Vice Chair

Councillor Pickering – Co-Vice Chair

Councillors Adatia, Cank, Chauhan, Joannou, Joshi, Karavadra, Kitterick.

Four unallocated Labour Group places

One unallocated Liberal Democrats-Group place

Members of the Committee are summoned to attend the above meeting to consider the items of business listed overleaf.

for The Monitoring Officer

Officer contact : Katie Jordan

Governance Support

Leicester City Council

City Hall, 115 Charles Street, Leicester, LE1 1FZ

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Further information

If you have any queries about any of the above or the business to be discussed, please contact Katie Jordan, **Governance Support on (0116) 454 6350** or email committees@leicester.gov.uk

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PUBLIC SESSION

AGENDA

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1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

Members are asked to declare any interests they may have in the business on the agenda.

3. MINUTES OF PREVIOUS MEETING

(Pages 1 - 4)

The minutes of the meeting held on 8th November 2023 are attached and the Committee will be asked to confirm them as a correct record.

4. PETITIONS

The Monitoring Officer to report on the receipt of any petitions submitted in accordance with the Council's procedures.

5. QUESTIONS, REPRESENTATIONS, STATEMENTS OF CASE

The Monitoring Officer to report on the receipt of any questions, representations and statements of case submitted in accordance with the Council's procedures.

6. NIGHT TIME ECONOMY - AREA ZONING

(Pages 5 - 10)

The Director of Neighbourhood and Environmental Services submits a report to update the Committee on Area Zoning in the night time economy.

7. TAXI VEHICLE CONDITIONS - AMENDMENT

(Pages 11 - 16)

The Director of Neighbourhood and Environmental Services submits a report to update the Committee on an amendment to the Taxi Vehicle Conditions.

8. STATEMENT OF GAMBLING POLICY

(Pages 17 - 40)

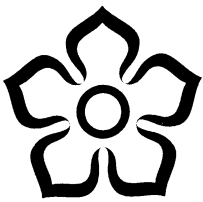
The Director of Neighbourhood and Environmental Services submits a report detailing the review for Leicester City Councils Gambling Policy.

9. TAXI VEHICLE AGE POLICY - RESULT OF CONSULTATION AND NEXT STEPS

(Pages 41 - 52)

The Director of Neighbourhood and Environmental services submits a report to update the Commission on the result of the Taxi Vehicle Age Policy Consultation results and the next steps.

10. ANY OTHER URGENT BUSINESS



Leicester
City Council

Minutes of the Meeting of the
LICENSING AND PUBLIC SAFETY COMMITTEE

Held: WEDNESDAY, 8 NOVEMBER 2023 at 5:30 pm

P R E S E N T:

Councillor Singh Johal (Chair)

Councillor Adatia
Councillor Joshi

Councillor Whittle

Councillor Kitterick
Councillor Pantling

* * * * *

8. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Byrne, Chauhan, Karavadra and Pickering.

9. DECLARATIONS OF INTEREST

Members were asked to declare any interests they may have in the business on the agenda.

There were no declarations of interest.

10. MINUTES OF PREVIOUS MEETING

RESOLVED:

that the minutes of the meeting held on 18th September 2023 be approved as a correct record.

11. PETITIONS

The Monitoring Officer reported that no petitions had been submitted in accordance with the Council's procedures.

12. QUESTIONS, REPRESENTATIONS, STATEMENTS OF CASE

The Monitoring Officer reported that no questions, representations and

statements of case had been submitted in accordance with the Council's procedures.

13. TAXI VEHICLE AGE POLICY - CONSULTATION PROPOSALS

The Director of Neighbourhoods and Environmental Services submitted a report, providing the Committee with an update on the process for renewing taxi driver licences (hackney and private hire) which had been revised in February 2023.

The Head of Regulatory Service provided the Committee with a detailed introduction to the report, it was noted that:

- The current maximum age for a vehicle to be first licensed was 5 years. The maximum age a vehicle can be licensed was 11 years.
- A public consultation was currently live on the Council's website and had been brought to the attention of drivers licensed under Leicester City Council and various interested parties by direct email.
- Hackney and private hire licences must be reviewed before they expire. They are sent a reminder 6-8 weeks before their existing license is due to expire, to allow sufficient time for them to apply and submit the supporting information.
- The number of hackney carriages had been declining for some time, for a number of factors including the cost of a suitable vehicle.
- Private hire vehicles do not have to meet the same specification as hackney carriages and which allows licence holders a wider choice, but they had also reported financial pressures.
- Leicester City Council's current vehicle age policy required all vehicles that were being licensed for the first time to be no older than 5 years, and for all vehicles being renewing their private hire licence to be no older than 11 years.
- Other licensing authorities have different policies on vehicle age, including Wolverhampton, where there is an upper limit of 11.5 years but no limit on the age of a vehicle being licensed for the first time.
- The target for manufacturers to meet the zero emission vehicle mandate had been extended from 2030 to 2035. It will only apply to new vehicle sales.
- Representatives of the taxi trade had requested a review of the current policy. This is a reasonable request, as the policy hasn't been reviewed for a number of years.
- It has been proposed to consult on the council's vehicle age policy. The trade had asked for an extended policy, but it is also appropriate to ask whether the policy should remain the same or even be reduced. Officers suggest the consultation should include the following options:

Renewal age limit – currently 11 years

- Extend the upper age limit by 1, 2, 3 or 4 years
- Retain the upper age limit
- Reduce the upper limit, with an option for the respondent to say

- what they think
- the limit should be
- Ask respondents to give reasons for their answers

Entry age limit – currently 5 years

- Extend the lower age limit by 1 year
- Retain the lower age limit
- Reduce the lower limit, with an option for the respondent to say what they think
- the limit should be
- Ask respondents to give reasons for their answers

The City Mayor had agreed that there would be a temporary relaxation of the upper and lower age limits whilst the consultation was carried out. This would temporarily extend the upper age limit to 12 years and the lower age limit to 6 years. Any vehicles over the age of 11 that were relicensed under the temporary policy will be required to undergo an additional inspection at the Vehicle Testing Station, meaning they are tested every 4 months instead of every 6 months.

As part of the discussions and response to Member questions it was noted that:

Access to the consultation would be emailed to current license holders and interested parties. This would direct them to the councils website.

The comparison of hackney carriages and black cabs should only be against other cities and not counties that use private hire vehicles with separate plates.

The London Electric Vehicle Company (LEVC) produce hybrid hackney carriages, but they were not affordable. There was currently no volume producer of hackneys looking at electric vehicles. The cost currently was around £67000.

The duration licensed drivers and interested parties would have to respond to the consultation was 6 weeks. The results would then be analysed and brought to the next meeting.

Engagement was currently ongoing with other organisations and interested parties including the police, disability organisations and the voluntary sector.

RESOLVED:

- 1) That the Licensing Committee members agree with the proposal for the upper and lower age limit.
- 2) That the option is available for consultees to give reasons for their answers.
- 3) The report be noted.

14. ANY OTHER URGENT BUSINESS

Members asked the Licensing Team Manager if it was possible for objectors, representees and third parties to attend licensing hearings virtually. The Licensing Team Manager informed the committee they were currently working with other Local Authorities and the Legal Team to look at that possibility. It was confirmed that Members on the Licensing Panel must attend the hearing in person.

Members further asked if they work could be done on the lack of transparency of late licenses in the city.

With there being no further business, the meeting closed at 18.55.

Night-Time Economy – Area Zoning

Licensing and Public Safety Committee

Decision to be taken by: Licensing (Hearings)
Sub-Committee

Decision to be taken on/Date of meeting: 30/04/2024

Lead director/officer: Sean Atterbury, Director of
Neighbourhood and Environmental Services

Useful information

- Ward(s) affected: All
- Report author: Tj Mavani, Service Manager, Regulatory Services
- Author contact details: tj.mavani@leicester.gov.uk
- Report version number: 1

1 Summary

- 1.1 The licensing authority administers licences for premises as mandated by the Licensing Act 2003 to facilitate licensable activities.
- 1.2 The Licensing Act 2003 oversees the application process, policy guidance, and mechanisms related to licensing.
- 1.3 Following enquiries from members of the business community to local councillors, there is a request to assess the available locality advice and mechanisms to support residents and businesses in their applications for licences or permits.
- 1.4 In 2023, Leicester City Council conducted a review of its licensing policy, incorporating an "Areas of Special Interest and Consultation" section. This section identifies specific parts of the authority's area that necessitate increased consultation by applicants with responsible authorities.
- 1.5 The policy does not include explicit references to zoning, as it is not legislatively mandated or provided for within the Act.
- 1.6 Leicester City Council's Local Plan outlines areas within the city suitable for night-time economy premises, taking into account residential considerations.
- 1.7 The primary service to assess planning considerations related to zoning areas for different uses would be the city's planning department.
- 1.8 The purpose of this report is to request the Committee to acknowledge the contents and the ongoing actions being implemented.

2 Determination to be made

Members are asked to note the contents and the actions that are being undertaken.

3 Scrutiny/Stakeholder Engagement

- 3.1 After queries from members of the business community to local councillors, there is a request to consider what advice or mechanisms are in place to assist residents and businesses to geographically ascertain locality within the local authority area.

4 Detailed report

- 4.1 The Licensing Act 2003 empowers the licensing authority to issue licences for conducting licensable activities within its local authority area.
- 4.2 The primary activities covered include the sale or supply of alcohol, live or recorded music, and late-night refreshment. This primarily pertains to premises such as pubs, bars, nightclubs, and late-night takeaways.
- 4.3 Each application must be evaluated individually and processed in accordance with legislative requirements. The Licensing Act primarily centres around four licensing objectives: Prevention of Crime & Disorder, Prevention of Public Nuisance, Promotion of Public Safety, and Prevention of Harm to Children.
- 4.4 Certain aspects of the four licensing objectives may pertain to the specific location applied for, impacting the geographical area. These considerations must be addressed in the application and may also involve representations by responsible authorities. Additionally, any individual has the right to submit a representation regarding the application.
- 4.5 The Licensing Act does not include provisions or requirements for zoning related to geographical areas. While Section 182 guidance mentions suitable areas, the emphasis is on the use of Cumulative Impact Areas (CIAs) rather than zoning based on suitability.
- 4.6 Leicester City Council presently does not have any Cumulative Impact Areas (CIAs) in effect. Previous CIAs were removed during the last review of the licensing policy due to insufficient data, evidence, and justification of their necessity.
- 4.7 Despite the removal of Cumulative Impact Areas (CIAs), Leicester City Council implemented an interim measure known as the Areas of Special Interest and Consultation ([licensing-policy-2022-2027.pdf \(leicester.gov.uk\)](https://www.leicester.gov.uk/leisure-licensing/policy/leicester-licensing-policy-2022-2027.pdf)). This section of the policy advises applicants on areas with relevant factors that require consideration during the licensing process.
- 4.8 In Leicester, several areas necessitate additional considerations by applicants to align with licensing objectives. Examples include:
- Number and types of existing licensed premises
 - Proximity to sensitive premises
 - Density and location of residential areas
 - Traffic or pedestrian-sensitive zones
 - Conservation and cultural areas
 - Facilities for children/young people
 - Alcohol-related public health concerns
 - Areas affected by alcohol-related crime, disorder, or noise pollution.
- 4.9 The areas of Leicester covered by this section of the policy include:
- Granby Street, Belvoir Street & Market Street
 - High Street (from the junction of Carts Lane) & St Nicholas Place
 - Braunstone Gate & Narborough Road (up to the railway bridge)
 - Evington Road
 - Belgrave Road & Melton Road (up to the junction of Marfitt Street)

- 4.10 Responsible authorities provide information to applicants regarding these areas to help them understand any concerns related to the suitability of the location for their business. This information is available to applicants during the application process period and available online.
- 4.11 Licensing Policies do not determine zoning for specific uses of premises. It refers to planning or local plans as guidance, as there is no legislative mechanism within the Licensing Act 2003 to implement zoning policies for decision-making on applications.
- 4.12 Leicester City Council's Local Plan (https://consultations.leicester.gov.uk/sec/9bbe1eaa/user_uploads/local-plan-r19-2.pdf) identifies areas within the general city suitable for night-time economy premises, taking into account residential considerations. However, there are no specific zoned areas identified in relation to this matter within the plan.
- 4.13 While the planning regime can offer guidance on specific areas suitable for different types of use, this aspect does not solely determine decision-making on licensing applications.
- 4.14 Under the Safer Leicester Partnership, the Night-time Economy Strategic Delivery Group collaborates closely with various key partners to reduce crime and disorder around licensed premises. Their aim is to engage with the community, fostering partnership and collaboration through guidance, advice, and training when necessary. Communication to the trade and potential applicants is also recognised as a crucial task, especially considering the Purple Flag success.
- 4.15 Offering guidance or advice to potential business owners on suitable locations within the city for different types of businesses can assist them in making informed decisions about their business locations. It also provides authorities with direction, but it would remain advisory rather than mandatory.
- 4.16 A potential suggestion would be for the Night-Time Economy Strategic Delivery Group to explore the possibility of creating a zoning guide by collaborating with planning, the licensing authority, and other relevant parties. This could involve assessing whether there are legal mechanisms available to develop a guidance document on zoning.
- 4.17 If establishing a zoning guide is not feasible, an update report will be presented to the committee.

5. Financial, legal, equalities, climate emergency and other implications

5.1 Financial implications

There are no financial implications arising from the recommendations in this report.

Stuart McAvoy – Head of Finance

5.2 Legal implications

The power for the Council to The Licensing Act 2003 came into force in November 2005 and provides for the licensing of premises in England and Wales used for the sale or supply of alcohol, the provision or regulated entertainment and the provision of late-night refreshment.

The Act provides Local Authorities with the responsibility for issuing licences for the conduct of licensable activities within its local area. It provides clear focus on the promotion of four statutory objectives, namely the prevention of crime and disorder, public safety, the prevention of public nuisance and the protection of children from harm, which must be addressed when licensing functions are undertaken.

Since the commencement of the 2003 Act, the concept of cumulative impact has been used by licensing authorities within their statement of licensing policy. Cumulative Impact Assessments (CIA's) were introduced in the 2003 Act by the Policing and Crime Act 2017 from April 2018. Cumulative impact is the potential impact on the promotion of the licensing objectives and number of licensed premises concentrated in one area.

In 2023, following a review of its licensing policy, Leicester City Council removed all previous CIA's due to insufficient data, evidence, and justification of their necessity. However, due to there being several areas within Leicester City where environmental factors required further considerations by the applicant to uphold the licensing objectives, an interim measure was introduced into the statement of licensing policy regarding areas of special interest. Areas of special interest advised applicants on the areas with relevant factors that required consideration during the licensing process. It provided information to the applicants to help them understand any concerns related to the suitability of the location for their business.

Licensing Policies do not determine zoning for specific uses of premises instead it refers to planning or local plans as guidance. The 2003 Act does not legislate or provide for zoning related to geographical areas.

Katherine Jamieson, Solicitor, 4541452

5.3 Equalities implications

There are no direct equality implications arising from this report. However, we need to ensure that any communication with licence holders and the taxi trade is fair, accessible, and proportionate.

Sukhi Biring, Equalities Officer, 454 4175

5.4 Climate Emergency implications

There are no significant climate emergency implications directly associated with this report.

Aidan Davis, Sustainability Officer, Ext 37 2284

5.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None.

6. Background information and other papers:

None

7. Summary of appendices:

None

8. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?

No

9. Is this a “key decision”? If so, why?

No

Taxi Vehicle Conditions – Amendment

Licensing and Public Safety Committee

Decision to be taken by: Licensing and Public Safety
Committee

Decision to be taken on/Date of meeting: 30/04/2024

Lead director/officer: Sean Atterbury, Director of
Neighbourhood and Environmental Services

Useful information

- Ward(s) affected: All
- Report author: Tj Mavani, Service Manager, Regulatory Services
- Author contact details: tj.mavani@leicester.gov.uk
- Report version number: 1

1 Summary

- 1.1 The licensing authority is responsible for licensing hackney carriage and private hire vehicles.
- 1.2 Each authority sets its own standards for establishing the safety and suitability of the vehicles that it licenses. In Leicester this includes conditions on a licence when granted.
- 1.3 In 2023, a taxi strategy was implemented including the additions & amendments of conditions. One of these conditions related to the minimum light transmission on vehicles.
- 1.4 Following discussions with officers and the trade, the condition relating to tinting conflicts with the manufacturers' standards and therefore is limiting the vehicles that can be licensed.
- 1.5 The purpose of this report is to ask the Committee for an amendment in condition wording to ensure that vehicles that are suitable for the purpose of being used as a taxi are not restricted whilst maintaining safety standards.

2 Determination to be made

- 2.1 Members are asked to agree the amended condition wording at 4.16.

3 Scrutiny/Stakeholder Engagement

- 3.1 After informal trade discussions, concerns have arisen regarding the condition's impact on the types of vehicles available for purchase within the trade. The current wording of the condition restricts the use of vehicles typically suitable for taxi operations.
- 3.2 Officer concerns centre around the precise language of the condition and the unintended consequences caused. Feedback indicates that a revision of the wording would alleviate these issues while upholding established standards.

4 Detailed report

- 4.1 The Local Government (Miscellaneous Provisions) Act 1976 makes provision for councils to license private hire vehicles. Each council sets its own parameters for pre-licensing requirements, in order to be satisfied that a vehicle is suitable to be licensed in the interests of public safety.

- 4.2 The council has separate sets of conditions of fitness for hackney carriages and private hire vehicles. These set out minimum requirements that must be met before a vehicle will be licensed and for the duration of the licence.
- 4.3 In January 2024, a segment of Leicester City Council's Taxi Strategy was executed, focusing on the additions and modifications of condition wording associated with private hire vehicle licences.
- 4.4 One of the conditions pertains to the light transmission through the windows of the vehicles. The current language of this condition is as follows:

Condition 17

Windows

The minimum light transmission through the windows shall be as follows:

- The front windscreen must allow 75% of light through;
- The front side windows must allow 70% of light through;
- The rear windows must allow 65% of light through.

- 4.5 The inclusion of this condition was motivated by the objective of enhancing visibility from external viewpoints into the rear compartment of the vehicle, primarily to bolster safety measures.
- 4.6 During the implementation process, a transition phase was established for vehicles acquired within six months prior to the implementation date. Such vehicles were granted an exemption from the new condition.
- 4.7 Drivers who purchased their vehicles on or before January 14, 2024, and found that the manufacturer's standards contradicted the condition's wording had the condition disappplied.
- 4.8 Consequently, 157 exemptions were granted following the implementation on January 1, 2024. These exemptions were granted in consideration of manufacturers' standard production rather than aftermarket tinting.
- 4.9 This situation raised concerns and posed challenges for drivers who had purchased vehicles manufactured according to standard specifications affected by this condition. Additionally, it presented implementation difficulties for officers, necessitating an extension of the exemption period.
- 4.10 The sole recourse for officers was to issue a rectification notice, compelling drivers to replace the rear side windows of their recently purchased vehicles—a potentially significant financial burden for them. This was avoided with the current exemption in place which will expire on May 14, 2024.
- 4.11 Legal limits for light transmission states: Vehicles first used on 1 April 1985 or later the front windscreen must let at least 75% of light through and the front side windows must let at least 70% of light through. There are no rules for tinting the rear windscreen or rear passenger windows.
- 4.12 Leicester City Council licenses a diverse range of vehicles, with Toyota, Hyundai, Mercedes, Ford, and Peugeot being among the most popular makes.

- 4.13 Based on information provided by manufacturers, they indicate that the visible light transmission value varies across their vehicle models and requires specific Vehicle Identification Numbers (VINs) for accurate assessments. This variability stems from differences in trim levels and types of glass utilised.
- 4.14 After sampling vehicles from online sources provided by manufacturers, it was found that the average visible light transmission on the rear windows falls within the range of 15-30% (85-70% VLT).
- 4.15 There have been no reports or concerns raised by the police regarding safety issues in taxis related to tinting or visibility.
- 4.16 The proposed wording amendment is as follows:
The minimum light transmission through the windows shall be as follows:
- The front windscreen must allow 75% of light through;
 - The front side windows must allow 70% of light through;
 - The rear windows must be standard factory fitted, installed by the car manufacturer at the time the vehicle was built. After market or retro fitted tints will not be allowed. Any replacement rear window must replicate the same visible light transmission as the original standard factory fitted.

5. Financial, legal, equalities, climate emergency and other implications

5.1 Financial implications

There are no financial implications arising from the recommendations in this report.

Stuart McAvoy – Head of Finance

5.2 Legal implications

The power for the Council to license a Hackney Carriage/s is contained within Section 37 of the Town Police Clauses Act 1847 and the power to place conditions on the licensing of Hackney Carriages is contained in Section 47 of the Local Government (Miscellaneous Provisions) Act 1976. Section 48 of the same Act provides similar provisions for Private Hire Vehicles. In accordance with the legislation, the Council may attach to the grant of a licence such conditions as it may consider reasonably necessary.

It is for individual licensing authorities to reach their own decisions within their statutory powers on overall policies and individual licensing matters. It is therefore within the Authority's power to add conditions it considers reasonably necessary to a licence.

The Department for Transport Guidance "Taxi and private hire vehicle licensing best practice guidance for licensing authorities in England" (updated 17 November 2023) details at paragraph 8.8 Tinted windows:

"For most cars on the road today, the minimum light transmission for windscreens is 75% and 70% for front side windows. There are no rules for tinting the windows rear

of the B-pillar and vehicles are often manufactured with glass in the rear that is darker than the front, especially in luxury, estate and people carrier style vehicles.

There is a significant cost and inconvenience associated with requiring drivers to replace the standard manufacturer or factory specifications for window glass. Some passengers may feel more comfortable in vehicles that do not have very heavily tinted rear windows but there is a lack of evidence to suggest that these are detrimental to public safety. Balancing these factors, the department considers that licensing authorities should not require the removal of windows rear of the B-pillar if they have a minimum light transmission of 30% or above. This should maintain passenger confidence whilst ensuring a wide range of vehicles may be licensed.

The department recognises that a minimum light transmission of 30% for windows rear of the B-pillar might impact on executive hire vehicles, where passengers demand a higher degree of privacy. Some licensing authorities already grant executive hire vehicles plate exemptions, and they could determine that an exemption from the 30% minimum light transmission level for these vehicles is appropriate. Authorities should be assured that those vehicles are not used for 'normal fares'.

Authorities should carefully consider the views of the public and the trade when considering the acceptance of 'after-market' tinting and should be assured that any after-market window tinting does not negatively affect the safety features of the glass it is applied to."

John Moss, Solicitor, 373010

5.3 Equalities implications

There are no direct equality implications arising from this report. However we need to ensure that any communication with licence holders and the taxi trade is fair, accessible and proportionate.

Sukhi Biring, Equalities Officer, 454 4175

5.4 Climate Emergency implications

There are no direct climate or sustainability implications arising from this report.

Aidan Davis, Sustainability Officer, Ext 37 2284

5.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None.

6. Background information and other papers:

None

7. Summary of appendices:

None

8. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?

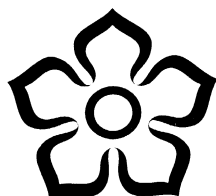
No

9. Is this a “key decision”? If so, why?

No

LEICESTER CITY COUNCIL

STATEMENT OF GAMBLING POLICY



Leicester
City Council

Leicester City Council Statement of Gambling Policy

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PART A

1. The Licensing Objectives

In exercising most of their functions under the Gambling Act 2005 (the Act), the City Council must have regard to the licensing objectives as set out in Section 1 of the Act.

The licensing objectives are:

- Preventing gambling from being a source of crime or disorder, being associated with crime or disorder or being used to support crime
- Ensuring that gambling is conducted in a fair and open way
- Protecting children and other vulnerable persons from being harmed or exploited by gambling.

It should be noted that the Gambling Commission has stated: “The requirement in relation to children is explicitly to protect them from being harmed or exploited by gambling.” Guidance issued to licensing authorities by the Gambling Commission¹ refers to the National Strategy to Reduce Gambling Harms², and notes that experience suggests that close working between licensing authorities and public health colleagues can deliver important results in relation to the third objective of “protecting children and other vulnerable persons from being harmed or exploited by gambling”.

The Act requires that the City Council should aim to permit the use of premises for gambling in so far as it thinks it is:

- in accordance with any relevant code of practice issued by the Gambling Commission
- in accordance with any relevant guidance issued by the Gambling Commission
- reasonably consistent with the licensing objectives, and
- in accordance with the authority’s statement of licensing policy

2. Introduction

Leicester City Council is a unitary authority situated in the County of Leicestershire. The Council area has a population of 330,000 (2011 Census), covering 73.09 square kilometres (28.22 square miles).

¹ [Guidance to licensing authorities - Gambling Commission](#)

² [Reducing Gambling Harms - Gambling Commission](#)



The City Council is required by the Gambling Act 2005 to publish a statement of the principles that it proposes to apply when exercising its functions. This statement must be published at least every three years. The statement must also be reviewed from “time to time” and any amended parts re-consulted upon. The statement must be then re-published.

Leicester City Council consulted upon this policy statement before finalising and publishing it. A list of the persons we consulted directly is provided below. It also enabled consultation via its website and sent out copies of the draft policy and questionnaire on request.

The Gambling Act requires that licensing authorities consult:

- the Chief Officer of Police;
- one or more persons who appear to the authority to represent the interests of persons carrying on gambling businesses in the authority’s area;
- one or more persons who appear to the authority to represent the interests of persons who are likely to be affected by the exercise of the authority’s functions under the Gambling Act 2005.

The City Council consulted the following:

- Leicestershire Police
- Existing providers of gambling facilities in Leicester:
- Leicester City Council’s Children’s Services Department
- Leicester City Council’s Public Health Department
- Other consultees:
 - Betting and Gaming Council
 - Lotteries Council

- BACTA
- Bingo Association
- British Horseracing
- Remote Gambling Association
- Advertising Association
- National Casino Forum
- Gamcare
- Salvation Army

Our consultation took place between xxxxx 2024 and xxxx 2024. The policy was approved at a meeting of the Full Council on xxxxxx 2024.

Should you have any comments about this policy statement please send them via e-mail or letter to the following contact:

Name: Licensing Team Manager (Policy and Applications)

Address: Licensing Section, Leicester City Council, City Hall, 115 Charles Street, Leicester LE1 1FZ

E-mail: licensing@leicester.gov.uk

It should be noted that this policy statement will not override the right of any person to make an application, make representations about an application, or apply for a review of a licence, as each will be considered on its own merits and according to the statutory requirements of the Gambling Act 2005.

3. Declaration

In producing this licensing policy statement, the City Council declares that it has had regard to the licensing objectives of the Gambling Act 2005, the guidance issued by the Gambling Commission, and any responses from those consulted on the policy statement.

4. Responsible Authorities

The City Council has designated the Local Safeguarding Children Partnership Board as the body it considers competent to advise the authority about the protection of children from harm. The principles applied by the City Council in making this designation are:

- the need for the body to be responsible for an area covering the whole of the licensing authority's area
- the need for the body to be answerable to democratically elected persons, rather than any particular vested interest group etc

The Responsible Bodies under the Gambling Act 2005 are:

- Leicester City Council Licensing and Public Safety Committee
- The Gambling Commission
- Leicestershire Police
- Leicestershire Fire and Rescue Service
- Leicester City Council Development Control Team
- Leicester City Council Environmental Health
- Leicester City Council Planning Department
- Leicester City Council Local Safeguarding Children Partnership Board
- HM Customs and Excise

Their contact details are available via the Council's website at: www.leicester.gov.uk/licensing.

5. Interested parties

Interested parties can make representations about licence applications or apply for an existing licence to be reviewed. Interested parties are defined in the Gambling Act 2005 as a person that -

- a) lives sufficiently close to the premises to be likely to be affected by the authorised activities,
- b) has business interests that might be affected by the authorised activities, or
- c) represents persons who satisfy paragraph (a) or (b).

The licensing authority is required to state the principles it will apply in determining whether a person is an interested party. The principles are:

- Each case will be decided upon its merits.
- The City Council will not apply a rigid rule to its decision making, and will consider the examples of considerations provided in the Gambling Commission's Guidance to local authorities (8.9-8.17)

Interested parties can be persons who are democratically elected such as Councillors and MP's. No specific evidence of being asked to represent an interested person will be required as long as the councillor / MP represents the ward likely to be affected. Other than these persons, the City Council will require written evidence that a person 'represents' someone who either lives sufficiently close to the premises to be likely to be affected by the authorised activities and/or business interests that might be affected by the authorised activities. A letter from one of those persons, requesting the representation is sufficient.

If individuals wish to approach Councillors to ask them to represent their views then care should be taken that the Councillors are not part of the Licensing Sub-Committee dealing with the licence application. If there are any doubts then please contact the Licensing Section:

- by telephone - (0116) 454 3030
- by email - licensing@leicester.gov.uk
- by post - Licensing Section, Leicester City Council, City Hall, 115 Charles Street, Leicester LE1 1FZ

6. Public Health and Gambling in Leicester

The Public Health Team of Leicester City Council has recently conducted a 'Gambling Harms Needs Assessment', the full document can be found here (insert weblink), however a summary of the findings can be found below:

1. **Summary of literature:** It is estimated that around 54% of the general population take part in gambling at least once in a year (when not including the national lottery, this figure drops to 40%). Problem gambling (gambling to a degree that compromises, disrupts or damages family, personal or recreational pursuits) is estimated to be experienced by 0.4% of the population; At-risk gambling (gambling that leads to less severe negative

consequences) by 3.8%; and around 7% are negatively affected by someone else's gambling ('affected others'). If these estimates were accurate for Leicester's 368,600 population (1), this would suggest there to be around 1,500 experiencing problem gambling, 14,000 experiencing at-risk gambling, and 26,000 affected others. Problem gambling is associated with worsened mental health, alcohol and substance use and higher risk of suicide; people aged 20-49 who experience problem gambling are 19 times more likely than average to die by suicide.

2. **Local profile related to gambling:** Population demographics of Leicester have several characteristics associated with an increased risk of problem gambling, including having a larger-than-average proportion compared to England who are: aged between 16 and 34 years; living in a deprived area; or unemployed. Leicester also has a higher-than-average proportion of people of Asian or Asian British ethnicity. National survey data indicate that people of this ethnicity are generally less likely to gamble, but more likely to experience problem gambling than other ethnic groups. We do not know of reliable evidence investigating gambling behaviours within more specific ethnicity categories.
3. **Mapping:** Accessibility of Leicester gambling outlets is highest in the central shopping area and is high in many areas with high deprivation. Data from a YouGov survey performed on behalf of GambleAware suggests (with a low level of certainty due to small numbers of participants) that Leicester City is in the lowest quintile for prevalence of non-problem gambling, but in the highest quintile for problem and moderate-risk gambling. The survey results also predicted Leicester to be in the lowest quintile for demand and uptake of treatment and support by those experiencing problem gambling.
4. **Treatment and support services:** There are three services providing treatment for gambling harms in Leicester City: the NHS East Midlands Gambling Service (which launched in July 2023), which is based in Derby and accepts referrals from across the East Midlands; Gamblers Anonymous, which is a national organisation, with a local branch that holds meetings in Leicester; and GamCare East Midlands, which delivers structured treatment online.
5. **Stakeholders:** Given the risks associated with gambling harms, and the populations particularly vulnerable to these harms, the following stakeholders were identified: those working in suicide prevention, mental health, primary care, children and young people, substance misuse or homelessness services; the police and criminal justice system; alcohol harm reduction charities; those whose work involves licensing of gambling premises; those with previous or current experience of high risk or problem gambling, of who have been negatively affected by someone else's gambling.

Applicants and Operators are asked to take account of the above when applying for licences and completing their Local Area Risk Assessments.

7. Exchange of Information

Licensing authorities are required to include in their policy statement the principles to be applied by the authority with respect to the exchange of information with the Gambling Commission, and with those bodies listed in schedule 6 to the Act that

- have functions under the Act,
- are enforcement or regulatory bodies, or
- are sport governing bodies.

The principle that the City Council applies is that it will act in accordance with the provisions of the Gambling Act 2005 in its exchange of information. This includes the provision that the General Data Protection Regulation will not be contravened. The City Council will also have regard to any Guidance issued by the Gambling Commission to Local Authorities on this matter when it is published, as well as any relevant regulations issued by the Secretary of State under the powers provided in the Act 2005.

Should any protocols be established regarding information exchange with other bodies then they will be made available.

Please contact the Licensing section for further information:

- by telephone - (0116) 454 3030
- by email - licensing@leicester.gov.uk
- by post - Licensing Section, Leicester City Council, City Hall, 115 Charles Street, Leicester LE1 1FZ

8. Enforcement

Licensing authorities are required to state the principles they will apply when inspecting premises and taking criminal proceedings in respect of offences under the Act.

The City Council's principles are that it will be guided by the Gambling Commission's Guidance to Licensing Authorities and will endeavour to be:

- Proportionate: intervening only when necessary and ensuring remedies are appropriate to the risk posed, and costs identified and minimised;
- Accountable: being able to justify decisions, and be subject to public scrutiny;
- Consistent: ensuring rules and standards are joined up and implemented fairly;
- Avoiding duplication with other regulatory regimes as far as possible;
- Transparent: being open, and keeping requirements simple and user friendly; and
- Targeted: focusing on the problem, and minimising side effects.

This licensing authority has adopted and implemented a risk-based inspection programme, based on;

- The licensing objectives
- Relevant codes of practice
- Guidance issued by the Gambling Commission, in particular at Part 36

- The principles set out in this statement of licensing policy

This may include test purchasing activities to measure the compliance of licensed operators with aspects of the Gambling Act. When undertaking test purchasing activities, this licensing authority will undertake to liaise with the Gambling Commission and the operator to determine what other, if any, test purchasing schemes may already be in place. Irrespective of the actions of an operator on their overall estate, test purchasing may be deemed to be an appropriate course of action.

The main enforcement and compliance role for this licensing authority in terms of the Gambling Act 2005 is to ensure compliance with the premises licences and other permissions which it authorises. The Gambling Commission is the enforcement body for the operating and personal licences. It is also worth noting that concerns about manufacture, supply or repair of gaming machines are not dealt with by the licensing authority but should be notified to the Gambling Commission.

This licensing authority also keeps itself informed of developments as regards the work of the Office for Product Safety and Standards in its consideration of the regulatory functions of local authorities.

Bearing in mind the principle of transparency, this licensing authority's enforcement/compliance protocols/written agreements are available upon request to the Licensing department

- by telephone - (0116) 454 3030
- by email - licensing@leicester.gov.uk
- by post - Licensing Section, Leicester City Council, City Hall, 115 Charles Street, Leicester LE1 1FZ

Our risk methodology is also available upon request.

9. Other regulatory regimes

Leicester City Council will endeavour to avoid duplication with other regulatory regimes, such as legislation covering employment, health and safety and fire safety.

10. Licensing Authority functions

Licensing Authorities are required to:

- Be responsible for the licensing of premises where gambling activities are to take place by issuing *Premises Licences*
- Issue *Provisional Statements*
- Regulate *members' clubs* and *miners' welfare institutes* which wish to undertake certain gaming activities via issuing Club Gaming Permits and/or Club Machine Permits
- Issue *Club Machine Permits to Commercial Clubs*
- Grant permits for the use of certain lower stake gaming machines at *unlicensed Family Entertainment Centres*
- Receive notifications from alcohol on-licensed premises (under the Licensing Act 2003) of the use of two or fewer gaming machines
- Issue *Licensed Premises Gaming Machine Permits* for alcohol on-licensed premises (under the Licensing Act 2003), where more than two machines are

required

- Register *small society lotteries* below prescribed thresholds
- Issue *Prize Gaming Permits*
- Receive and Endorse *Temporary Use Notices*
- Receive *Occasional Use Notices*
- Provide information to the Gambling Commission regarding details of licences issued (see section above on 'information exchange')
- Maintain registers of the permits and licences that are issued under these functions
- Set and collect fees

Licensing authorities will not be involved in licensing remote gambling, including online gambling and the National Lottery. This will be the responsibility of the Gambling Commission via Operator Licences.

Draft for Consultation

PART B PREMISES LICENCES

1. General principles

Premises licences are subject to the permissions, restrictions and conditions set out in the Gambling Act 2005 and Regulations. Licensing authorities are able to exclude certain of these conditions and also attach others, where they consider this is appropriate.

In exercising its functions under the 2005 Act, section 153 states that the licensing authority shall aim to permit the use of premises for gambling insofar as the authority thinks it:

- a) in accordance with any relevant code of practice under s.24
- b) in accordance with any relevant guidance issued by the Commission under s.2
- c) reasonably consistent with the licensing objectives (subject to a and b above)
- d) in accordance with the licensing authority's statement of licensing policy (policy statement) (subject to a to c above).

2. Location

The demand for gambling premises cannot be considered with regard to the location of premises, but matters concerning the licensing objectives can be considered. The City Council will pay particular attention to the protection of children and vulnerable persons from being harmed or exploited by gambling, as well as preventing crime and disorder.

3. Local Area Profiles

The City Council will maintain a local area profile. The area profile will be held on the City Council's website [Information to accompany the gambling policy \(leicester.gov.uk\)](https://www.leicester.gov.uk/information-to-accompany-the-gambling-policy) and will be updated from time to time.

The Gambling Commission's licence conditions and codes of practice require operators of existing and new gambling premises to consider local risks to the licensing objectives that may be posed by the provision of gambling facilities at each of their premises. This includes a requirement to have policies, procedures and control measures to mitigate those risks. In carrying out this obligation, operators must take account of relevant matters identified in the licensing authority's statement of policy.

The City Council expects existing and new operators to take into account the profile when determining what steps they need to take to mitigate risk and to promote the licensing objectives. This is in addition to reference to this statement of policy, and particularly to part B.

4. Local risk assessments

The Gambling Commission has introduced social responsibility code provisions that require operators of premises-based businesses to conduct local risk assessments³, and an ordinary code provision that says licensees should share their risk assessments with licensing authorities in certain circumstances⁴.

³ [LCCP Condition - Gambling Commission](#)

⁴ [LCCP Condition - Gambling Commission](#)

Paragraph 6.42 of the Gambling Commission guidance says “Social responsibility (SR) code [10.1.1](#) requires licensees to assess the local risks to the licensing objectives posed by the provision of gambling facilities at each of their premises, and have policies, procedures and control measures to mitigate those risks. In undertaking their risk assessments, they must take into account relevant matters identified in the licensing authority’s policy statement.”

Paragraph 6.46 of the guidance says “Where a licensing authority’s policy statement sets out its approach to regulation with clear reference to local risks, it will facilitate operators being able to better understand the local environment and therefore proactively mitigate risks to the licensing objectives. In some circumstances, it might be appropriate to offer the licensee the opportunity to volunteer specific conditions that could be attached to the premises licence.”

The licensing authority is of the view that gambling operators should take account of the general area in which their premises are situated. The local area profile includes details of the location of educational establishments, community facilities and places of worship as well as the locations of other licensed gambling premises. This information is relevant to the licensing objectives, particularly the objective of protecting children and other vulnerable persons from being harmed or exploited by gambling.

The policies and procedures to mitigate risks should be dealt with in the risk assessment rather than by way of licence conditions as the risk assessment is a dynamic document and (in accordance with Social Responsibility Code Provision 10.1.2) must be reviewed if there is a significant change in local circumstances. As risks change or new risks are identified, the policies, procedures, and mitigation measures to address those identified risks may be changed very quickly, whereas licence conditions may only be changed via formal application to the licensing authority.

5. Conditions

The ‘aim to permit’ framework provides wide scope for licensing authorities to impose conditions on a premises licence, reject, review or revoke premises licences where there is an inherent conflict with the relevant codes of practice, relevant guidance issued by the Commission, the licensing objectives or the licensing authorities own policy statement.

The mandatory and default conditions that attach to all premises licences are intended to be sufficient to ensure operation that is reasonably consistent with the licensing objectives. Additional conditions will only be considered where there is clear evidence of a risk to the licensing objectives in the circumstances of a particular case that is not adequately addressed by the applicant’s local area risk assessment.

Any conditions attached to licences will be proportionate and will be:

- relevant to the need to make the proposed building suitable as a gambling facility
- directly related to the premises and the type of licence applied for;
- fairly and reasonably related to the scale and type of premises;

- reasonably consistent with the licensing objectives; and
- reasonable in all other respects.

Decisions about individual conditions will be made on a case-by-case basis. The City Council will expect applicants to offer their own measures to meet the licensing objectives. However, appropriate measures / licence conditions may cover issues such as:

- Proof of age schemes
- CCTV
- Door supervisors
- Supervision of entrances / machine areas
- Physical separation of areas
- Location of entry
- Notices / signage
- Specific opening hours
- Self-barring schemes
- Provision of information leaflets / helpline numbers for organisations such as GamCare.
- Locating gaming machines in direct line of sight from a staffed counter to promote the protection of children and vulnerable adults
- Measures / training for staff on how to deal with suspected truant school children on the premises.

This list is not mandatory, nor exhaustive, and merely gives examples of measures.

The City Council will also consider specific measures that may be required for buildings, which are subject to multiple premises licences. Such measures may include the supervision of entrances; segregation of gambling from non-gambling areas frequented by children; and the supervision of gaming machines in gambling premises that admit children, in order to pursue the licensing objectives. These matters are in accordance with the Gambling Commission's Guidance.

It is noted that there are conditions that the licensing authority cannot attach to premises licences, which are:

- any condition on the premises licence which makes it impossible to comply with an operating licence condition
- conditions relating to gaming machine categories, numbers, or method of operation;
- conditions which provide that membership of a club or body be required (the Gambling Act 2005 specifically removes the membership requirement for casino and bingo clubs and this provision prevents it being reinstated) and
- conditions in relation to stakes, fees, winnings or prizes

6. Door Supervisors

The City Council believes that adequate door supervision has an important role to play in promoting the licensing objectives, and will consider whether there is a need for door supervision on a case-by-case basis. Door supervision may provide benefits in terms of preventing children from entering adult only areas and preventing crime and disorder. In assessing the need for door supervision, the City Council will take into account the location of the premises, the likely clientele and the history of the premises.

The Gambling Act 2005 has amended the Private Security Industry Act 2001 so that in-house door supervisors at casinos or bingo premises are exempt from the requirement to be licensed by the Security Industry Authority. However, the City Council considers that registration with the SIA brings benefits in terms of training and establishing that the door supervisor is a suitable person. This is in recognition of the nature of the work in terms of searching individuals, dealing with potentially aggressive persons, etc. It will therefore consider whether, in individual cases, it should apply a condition that door supervisors should be registered with the SIA. This decision will be influenced by the manner in which door supervision is undertaken and the likely clientele.

7. Casinos

No Casinos resolution

The City Council has not passed a 'no casino' resolution, but is aware that it has the power to do so. If it were to do so in the future, this policy statement will be updated with details. Any such decision would be made by the Full Council, and would not affect existing casinos licensed before the coming into force of the Gambling Act 2005.

Responsibility in Gambling

The City Council supports responsibility in gambling and envisages that any proposal for a new casino will embrace this aim.

PART C

Permits

1. Unlicensed Family Entertainment Centres

Where a premises is not licensed, but the applicant wishes to provide gaming machines, they may apply to the licensing authority for an Unlicensed Family Entertainment Centre gaming machine permit.

It should be noted that a licensing authority cannot attach conditions to this type of permit.

The Gambling Act 2005 states that a licensing authority may prepare a *statement of principles* that they propose to consider in determining the suitability of an applicant for a permit and in preparing this statement, and/or considering applications, it need not (but may) have regard to the licensing objectives and shall have regard to any relevant guidance issued by the Gambling Commission.

Statement of Principles

The principles that Leicester City Council has adopted requires the applicant to show that there are policies and procedures in place to protect children from harm. Harm in this context is not limited to harm from gambling but includes wider child protection considerations. The efficiency of such policies and procedures will each be considered on their merits, however, they may include

- DBS checks for staff
- a policy on the suitability of staff, taking into account convictions for violence, dishonesty, sexual offences, certain motoring offences.
- appropriate measures / training for staff as regards suspected truant school children on the premises
- training for staff to ensure a full understanding of the maximum stakes and prizes.
- measures / training covering how staff would deal with unsupervised very young children being on the premises
- children causing perceived problems on / around the premises.

In addition to the above, the City Council will also expect that:

- applicants demonstrate a full understanding of the maximum stakes and prizes of the gambling that is permissible in unlicensed FECs; and
- the applicant has no relevant convictions (those that are set out in Schedule 7 of the Act).

2. Alcohol Licensed premises gaming machine permits

There is provision in the Act for premises licensed to sell alcohol for consumption on the premises to automatically have 2 gaming machines, of categories C and/or D. The premises merely need to notify the licensing authority. The licensing authority can remove the automatic authorisation in respect of any particular premises if:

- provision of the machines is not reasonably consistent with the pursuit of the licensing objectives;
- gaming has taken place on the premises that breaches a condition of section 282 of the Gambling Act (i.e. that written notice has been provided to the licensing authority, that a fee has been provided and that any relevant code of practice issued

by the Gambling Commission about the location and operation of the machine has been complied with)

- the premises are mainly used for gaming; or
- an offence under the Gambling Act has been committed on the premises

If a premises wishes to have more than 2 machines, an application for a permit is needed. The City Council will decide each application on a case-by-case basis but will make its decision based on the licensing objectives and any other matters it considers relevant, which may include:

- the location and size of the premises
- expected clientele
- how the applicant intends to protect children and vulnerable persons from harm or being exploited by gambling
- the measures proposed by the applicant to ensure that anyone under 18 does not have access to the adult only gaming machines, which could include:
 - adult machines being in sight of the bar
 - arrangements for supervision by staff
 - notices and signage
- provision of information leaflets / helpline numbers for organisations such as GamCare.

3. Prize Gaming Permits

It should be noted that a licensing authority cannot attach conditions to this type of permit.

The Gambling Act 2005 states that a licensing authority may prepare a *statement of principles* that they propose to consider in determining the suitability of an applicant for a permit and in preparing this statement, and/or considering applications, it need not (but may) have regard to the licensing objectives and shall have regard to any relevant guidance issued by the Gambling Commission.

The principles that Leicester City Council has adopted require the applicant to show that:

- the applicant should set out the types of gaming that he or she is intending to offer
- the applicant should be able to demonstrate that:
 - they understand the limits to stakes and prizes that are set out in Regulations; and
 - the gaming offered is within the law
- the applicant has no relevant convictions (those that are set out in Schedule 7 of the Act).

4. Club Gaming and Club Machines Permits

Members' clubs and miners' welfare institutes (but not commercial clubs) may apply for a club gaming permit. Members' clubs, miners' welfare institutes and commercial clubs may apply for a club machine permit. The club gaming permit will enable the premises to provide gaming machines (3 machines of categories B, C or D), equal chance gaming and games of chance as set out in forthcoming regulations. A Club Gaming machine permit will enable the premises to provide gaming machines (3 machines of categories B, C or D).

A licensing authority may only refuse to grant a club gaming or machine permit under certain circumstances specified in the Act. In deciding whether to grant a permit, the licensing authority must have regard to any guidance issued by the Gambling Commission and the licensing objectives. A licensing authority may not attach conditions to a permit.

5. Temporary Use Notices

Temporary Use Notices allow the use of premises for gambling where there is no premises licence but where a gambling operator wishes to use the premises temporarily for providing facilities for gambling. Premises that might be suitable for a Temporary Use Notice, according to the Gambling Commission, would include hotels, conference centres and sporting venues.

The licensing authority can only grant a Temporary Use Notice to a person or company holding a relevant operating licence, i.e. a non-remote casino operating licence.

The Secretary of State has the power to determine what form of gambling can be authorised by Temporary Use Notices, and at the time of writing this Statement the relevant regulations (SI no 3157: The Gambling Act 2005 (Temporary Use Notices) Regulations 2007) state that Temporary Use Notices can only be used to permit the provision of facilities or equal chance gaming, where the gaming is intended to produce a single winner, which in practice means poker tournaments.

There are a number of statutory limits as regards Temporary Use Notices. The meaning of "premises" in Part 8 of the Act is discussed in Part 7 of the Gambling Commission Guidance to Licensing Authorities. As with "premises", the definition of "a set of premises" will be a question of fact in the particular circumstances of each notice that is given. In the Act "premises" is defined as including "any place". In considering whether a place falls within the definition of "a set of premises", the licensing authority needs to look at, amongst other things, the ownership/occupation and control of the premises.

This licensing authority expects to object to notices where it appears that their effect would be to permit regular gambling in a place that could be described as one set of premises, as recommended in the Gambling Commission's Guidance to Licensing Authorities

6. Occasional Use Notices

The licensing authority has very little discretion as regards these notices aside from ensuring that the statutory limit of 8 days in a calendar year is not exceeded. This licensing authority will though consider the definition of a 'track' and whether the applicant is permitted to avail him/herself of the notice. This licensing authority will also ensure that no more than 8 OUNs are issued in one calendar year in respect of any venue.

7. Small Society Lotteries

This licensing authority will adopt a risk-based approach towards its enforcement responsibilities for small society lotteries. This authority considers that the following list, although not exclusive, could affect the risk status of the operator:

- submission of late returns (returns must be submitted no later than three months after the date on which the lottery draw was held)
- submission of incomplete or incorrect returns

- breaches of the limits for small society lotteries

Non-commercial gaming is permitted if it takes place at a non-commercial event, either as an incidental or principal activity at the event. Events are non-commercial if no part of the proceeds is for private profit or gain. The proceeds of such events may benefit one or more individuals if the activity is organised:

- by, or on behalf of, a charity or for charitable purposes
- to enable participation in, or support of, sporting, athletic or cultural activities.

Charities and community groups should contact this licensing authority to seek further advice:

- by telephone - (0116) 454 3030
- by email - licensing@leicester.gov.uk
- by post - Licensing Section, Leicester City Council, City Hall, 115 Charles Street, Leicester LE1 1FZ

Gambling Act 2005– Review of Policy

Licensing and Public Safety Committee

Decision to be taken by: Licensing and Public Safety
Committee

Decision to be taken on/Date of meeting: 30/04/2024

Lead director/officer: Sean Atterbury, Director of
Neighbourhood and Environmental Services

Useful information

- Ward(s) affected: All
- Report author: Deborah Bragg Licensing Manager (Policy and Applications)
- Author contact details: deborah.bragg@leicester.gov.uk
- Report version number: 1

1 Summary

- 1.1 The Gambling Act 2005 came into effect in 2007. As Licensing Authority, Leicester City Council is required to publish its Gambling Policy for 2025-2028 no later than 3 January 2025 (4 weeks before the new policy takes effect).
- 1.2 The current policy has not caused any problems since it came into effect in February 2022 however slight amendments have been made to reflect address changes for the Licensing Authority and a new section has been included to include information from the Public Health Team and their findings in their recent 'Gambling Harms Needs Assessment'. Applicants are asked to take this into account when submitting their applications.
- 1.3 The Gambling Commission are in the process of updating their 'Guidance issued to Local Authorities' as a result of the recommendations made as part of their submission to the Government and the publication of the white paper 'High Stakes: Gambling reform for the Digital Age' - [High Stakes: Gambling Reform for the Digital Age \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)
- 1.4 The Gambling Commission Bulletin issued to Local Authorities in December 2023 stated 'Given the ongoing consultations regarding the Gambling Act it is very unlikely that we will be able to amend the Guidance to Licensing Authorities document in sufficient time for you to incorporate changes within your own Statement.

Whilst it is a matter for local determination, we suggest that the Statement is refreshed in line with the requirements of the Act so as to be enforceable from January 2025. Thereafter we will publish a revised GLA which you can include in a refreshed Statement. You are permitted to revise your Statement within the 3-year timescale.'

- 1.5 The purpose of this report is to receive any comments on the policy document before it goes to the Deputy City Mayor on 30 May 2024 and then out to public consultation.
- 1.6 The policy will then be brought back to a further meeting of the Licensing and Public Safety Committee for members information, then to back to the Deputy City Mayor, City Mayor and Full Council for ratification in time for it to be published in January 2025.

2 Determination to be made

- 2.1 Members are asked to note the contents of the report and comment on the policy before it goes out to public consultation.

3 Scrutiny/Stakeholder Engagement

3.1 In accordance with the Gambling Act 2005 , consultation will take place with:-

- The Chief Officer of Police
- Representatives of the gambling trade;
- Representatives of people who may be affected by the Gambling Policy

The consultation will also be available on the Council's website for a period of 6 weeks.

4 Detailed report

4.1 Leicester City Councils current policy is valid until 31 January 2025 and is now due for review and be consulted on in time to be approved by Full Council and adopted one month before the policy expires i.e 1 February 2025.

4.2 The current policy has not caused any problems since it came into effect in February 2022 however slight amendments have been made to reflect address changes for the Licensing Authority and a new section has been included to include information from the Public Health Team and their findings in their recent 'Gambling Harms Needs Assessment'. Applicants are asked to take this into account when submitting their applications. The draft policy is attached at Appendix A.

4.3 Our Public Health colleagues, although not a prescribed Responsible Authority have a role to play in the licensing of gambling premises. The Local Government Association (LGA) in conjunction with Public Health England published [Tackling gambling related harm a whole council approach \(local.gov.uk\)](https://www.local.gov.uk/gambling-related-harm-a-whole-council-approach)

4.4 It encourages Public Health to be more proactive in the licensing process as problem gambling has been identified as a public health issue.

4.5 The Government white paper [High Stakes: Gambling Reform for the Digital Age \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/90421/high-stakes-gambling-reform-for-the-digital-age) and recommendations contained within it, require changes to primary legislation in some cases but also changes to the guidance issued to Licensing Authorities by the Gambling Commission. Those changes have yet to be made and are likely to be made after the new policy takes effect.

4.6 Any changes to the policy that are required as a result of the guidance being updated will be made and the consultation/implementation process undertaken at that time.

4.7 Once the consultation has ended the policy (including any amendments) will be brought back to Licensing and Public Safety Committee, then Deputy City Mayor, City Mayor and then Full Council for approval and publication in January 2025.

5. Financial, legal, equalities, climate emergency and other implications

5.1 Financial implications

There are no financial implications arising from this report.

Stuart McAvoy – Head of Finance

5.2 Legal implications

Licensing authorities are required to pursue the licensing objectives detailed in section 1 of the Gambling Act 2005, namely the objectives of – (a) preventing gambling from being a source of crime or disorder, being associated with crime or disorder or being used to support crime, (b) ensuring that gambling is conducted in a fair and open way, and (c) protecting children and other vulnerable persons from being harmed or exploited by gambling.

Section 349 of the Act provides:

(1) A licensing authority shall before each successive period of three years –
(a) prepare a statement of the principles that they propose to apply in exercising their functions under this Act during that period, and
(b) publish the statement.

(2) A licensing authority shall –
(a) review their statement under this section from time to time,
(b) if they think it necessary in the light of a review, revise the statement, and
(c) publish any revision before giving it effect.

(3) In preparing a statement or revision under this section a licensing authority shall consult–

(a) either–
(i) in England and Wales, the chief officer of police for the authority's area, or
(ii) in Scotland, the chief constable of the police force maintained for the police area comprising that area,

(b) one or more persons who appear to the authority to represent the interests of persons carrying on gambling businesses in the authority's area, and
(c) one or more persons who appear to the authority to represent the interests of persons who are likely to be affected by the exercise of the authority's functions under this Act.

John Moss, Solicitor - 373010

5.3 Equalities implications

Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

In order to assess the likely impact of the policy on persons living, visiting and working within the city and demonstrate that the consideration of equalities impacts has been taken into account in the development of the proposal and as an integral part of the decision making process, it is recommended that an Equalities Impact Assessment is undertaken.

The Equality Impact Assessment is an iterative document which should be revisited throughout the decision making process and should, ultimately, also take into account any consultation findings. The findings of the Equality Impact Assessment should be shared, throughout the process, with decision makers in order to inform their considerations and decision making. It is important that the consultation process is fair, accessible and proportionate.

Equalities officer, Surinder Singh, Ext 37 4148

5.4 Climate Emergency implications

There are no significant climate emergency implications directly associated with this report.

Aidan Davis, Sustainability Officer, Ext 37 2284

5.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None.

6. Background information and other papers:

None.

7. Summary of appendices:

Appendix A – Draft Gambling Policy

8. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?

No

9. Is this a “key decision”? If so, why?

No

Taxi Vehicle Age Policy – Result of Consultation and Next Steps

Licensing and Public Safety Committee

Decision to be taken by: Licensing and Public Safety
Committee

Decision to be taken on/Date of meeting: 30/04/2024

Lead director/officer: Sean Atterbury, Director of
Neighbourhood and Environmental Services

Useful information

- Ward(s) affected: All
- Report author: Deborah Bragg Licensing Manager (Policy and Applications)
- Author contact details: deborah.bragg@leicester.gov.uk
- Report version number: 1

1 Summary

- 1.1 The licensing authority is responsible for licensing hackney carriage and private hire vehicles.
- 1.2 Each authority sets its own standards for establishing the safety and suitability of the vehicles that it licenses. In Leicester that includes a maximum age for vehicles when they are first licensed and when they are renewed.
- 1.3 Representatives of the taxi trade requested a review of the current age policy, with a view to increasing both the entry and the exit age for licensed vehicles.
- 1.4 Following discussions with the trade representatives, the Deputy City Mayor for Housing & Neighbourhoods, the Chair of the Licensing & Public Safety Committee, and officers, the City Mayor a temporary relaxation of the existing age policy was agreed whilst formal a consultation was conducted on the permanent age policy.
- 1.5 The purpose of this report is to bring to members' attention the results of the consultation that has taken place and for members to determine whether to recommend amendments to the existing vehicle age policy to allow older vehicles to become licensed, as well as allowing vehicles that are already licensed to remain licensed for longer.
- 1.6 If recommending an increase to the upper age limit, members are also asked to recommend the frequency of inspections for the vehicles affected in order for the council to be satisfied that they remain fit for purpose.

2 Determination to be made

- 2.1 Members are asked to consider whether the vehicle age policy for both new vehicles and renewals should be amended in light of the responses to the consultation and associated information.
- 2.2 If minded to recommend amendments to the policy, members are asked to recommend the upper age limit in both cases.
- 2.3 If minded to amend the upper age limits, members are asked to recommend the frequency of inspections for licensed vehicles.
- 2.4 In any event, to make a recommendation to the Deputy City Mayor for Housing and Neighbourhoods, who has responsibility for making the decision whether or not to amend the vehicle age policy.

3 Scrutiny/Stakeholder Engagement

- 3.1 Following public consultation, the Taxi Strategy includes reference to the vehicle age policy, but implementation has been deferred in order to link this to air quality improvements. Recent developments nationally have delayed the proposed ban on petrol and diesel sales to 2035.
- 3.2 The proposed ban only affects new car sales, and there is expected to be a robust second-hand market for some time. The industry is likely to shift towards hybrid vehicles over this period.
- 3.3 As of the first quarter of 2023 there were 1.2 million hybrid cars registered in the UK, an increase of 34% since the corresponding period in 2022. In comparison, there were 11.6 million diesel and 19.1 million petrol vehicles as of the first quarter of 2023, making hybrids 4% of the total vehicle market.
- 3.4 Recent engagement with taxi trade representatives has highlighted the need for a review of the vehicle age policy. The representatives have explained that the cost-of-living crisis has reduced their income at a time when used vehicle prices are rising.
- 3.5 An extensive consultation exercise has taken place to include the trade as well as other interested parties who may be affected by any change made to the vehicle age policy.

4 Detailed report

- 4.1 The Town Police Clauses Act 1847 covers the licensing of hackney carriages, and the Local Government (Miscellaneous Provisions) Act 1976 makes provision for councils to license private hire vehicles. Each council sets its own parameters for pre-licensing requirements, in order to be satisfied that a vehicle is suitable to be licensed in the interests of public safety.
- 4.2 The number of hackney carriages has been in decline for some time due to a number of factors, one of which is the cost of buying a suitable vehicle. Trade representatives say that there are very few affordable hackney carriages available on the second-hand market.
- 4.3 Private hire vehicles do not have to meet the same specification as hackney carriages and so licence holders have a wider choice, but also report financial pressures. It is also noted that other licensing authorities have different policies on vehicle age, including Wolverhampton, where there is an upper limit of 11.5 years but no limit on the age of a vehicle being licensed for the first time.
- 4.4 Leicester City Council's current vehicle age policy requires all vehicles being licensed for the first time (i.e., not renewals) to be no older than 5 years, and for all vehicles being relicensed (i.e., renewals) to be no older than 11 years.
- 4.5 Representatives of the taxi trade requested a review of the current policy. This was a reasonable request – the policy had not been revisited for a number of years, and it is noted that there are significant pressures on the trade in the current financial climate. During the consultation period there has been a temporary relaxation of the

age policy to allow an additional year for vehicles entering and leaving the licensing system (i.e., 6 years and 12 years). This relaxation is in place until September 2024.

4.6 Benchmarking against other licensing authorities is shown at **Appendix A**, and the council's current age policy is not out of step.

4.7 At the meeting of the Licensing and Public Safety Committee that took place on 8th November 2023 the proposed consultation was discussed, and members agreed the scope of the questions to be asked: -

Renewal age limit – currently 11 years

- a) Retain the upper age limit;
- b) Extend the upper age limit to no older than 12, 13, 14 or 15 years; and
- c) Ask respondents to give reasons for their answers.

Entry age limit – currently 5 years

- d) Retain the lower age limit;
- e) Extend the lower age limit to no older than 6, 7, 8 or 9 years; and
- f) Ask respondents to give reasons for their answers.

The Consultation

4.8 The consultation took place between 15th January 2024 and 24th February 2024. It was placed on the Council's Consultation Hub on the website. The link to the website was emailed to all licence holders directly as well as being circulated to interested parties such as transport providers, charities dealing with mobility issues for their clients e.g., Guide Dogs, Mencap, Age UK. The Council's press team also publicised the consultation via the Council's media outlets.

4.9 We received 1311 responses via the online consultation portal, however 595 were discounted as they were multiple responses from the same respondent.

4.10 In addition, responses were received directly from the Guide Dogs charity and Leicester City Council Transportation Team.

4.11 The results of the consultation can be found at **Appendix B**. 465 of the responses received asked for the age of a vehicle being licensed for the first time to be increased to 'no older than 9 years'. 512 of the responses asked for the age of a vehicle being relicensed (i.e., a renewal) to be increased to 'no older than 15 years'.

4.12 Respondents were given the opportunity to add comments explaining their responses, and these are attached as **Appendix C**.

4.13 With regard to increasing the age of for new vehicles, many respondents commented that buying a new car is too expensive and that the cost-of-living crisis is impacting their livelihood. Comments were also made about licences being issued by the City of Wolverhampton Council (CWC) and the impact that this is having on the taxi trade in Leicester. CWC has a more relaxed age policy allowing vehicles up to the age of 12 to be licensed with no restriction on entry age.

4.14 Comments were made by Hackney Carriage respondents that the cost of buying a newer vehicle suitable to be a Hackney Carriage was prohibitive, making it impossible to afford.

- 4.15 Although the vast majority of respondents asked for the upper age for licensed vehicles to be increased to 15 years, the comments did not necessarily reflect this. Some mention the same age as Wolverhampton 14 years however this age is incorrect its 12 years and some refer to keeping the age the same as the current policy or only until the age of 12 (the temporary policy at the moment).
- 4.16 Some comments were made about the environment and impact that allowing older vehicles to remain on the fleet will have, especially as other public transport is moving to greener vehicles.
- 4.17 The response from Guide Dogs stated *“Guide Dogs is not able to make a recommendation on the specific age at which a vehicle is no longer fit for licensing purposes. However, it is reasonable to assume a correlation between vehicle age and public safety, given that newer vehicle models will be equipped with the latest safety features. We welcome, as a minimum, maintaining the status quo on age of vehicle restrictions.”*
- 4.18 The Council’s Transport Team were consulted, and they provided the following comments regarding any proposed change to the upper age limit for licensed vehicles: -

“We understand why there is a need to review the vehicle age policy, particularly with the cost-of-living crisis and the affordability and availability of new hackney carriages.

However, it appears there has been little consideration in providing opportunities for cleaner and greener vehicles, in support of the Council’s declaration of a Climate Emergency in 2019 to achieve net zero carbon emissions and Transport Strategy’s remit of improving local air quality.

Road transport is the majority source of NOx emissions in Leicester (latest estimates state 66% in 2022), with diesel cars the dominant contributor and transport is responsible for around 25% of carbon emissions. In general, the older the vehicle, there is likely to be a marginal increase in air pollution and carbon emissions. By relaxing the age rules of vehicles, it could negatively impact our work areas.’

We are happy to work with you to explore opportunities to enhance any change in the policy to also include / acknowledge / encourage ‘greener and cleaner’ taxi vehicles. Additionally, we are happy to contribute to any future reports.”

Best practice guidance

- 4.19 The ‘Taxi and Private Hire Vehicle Licensing Best Practice Guidance for Licensing Authorities in England – dated 17 November 2023 states the following in relation to the imposition of age limits for vehicles: -

8.4 The frequency of testing required (see [frequency of vehicle tests](#)) to ensure the ongoing safety of vehicles is a separate issue to the setting of maximum age limits at first licensing, or maximum age limits beyond which an authority will not licence a vehicle.

The setting of an arbitrary age limit may be inappropriate, counterproductive and result in higher costs to the trade and ultimately passengers. For example, a

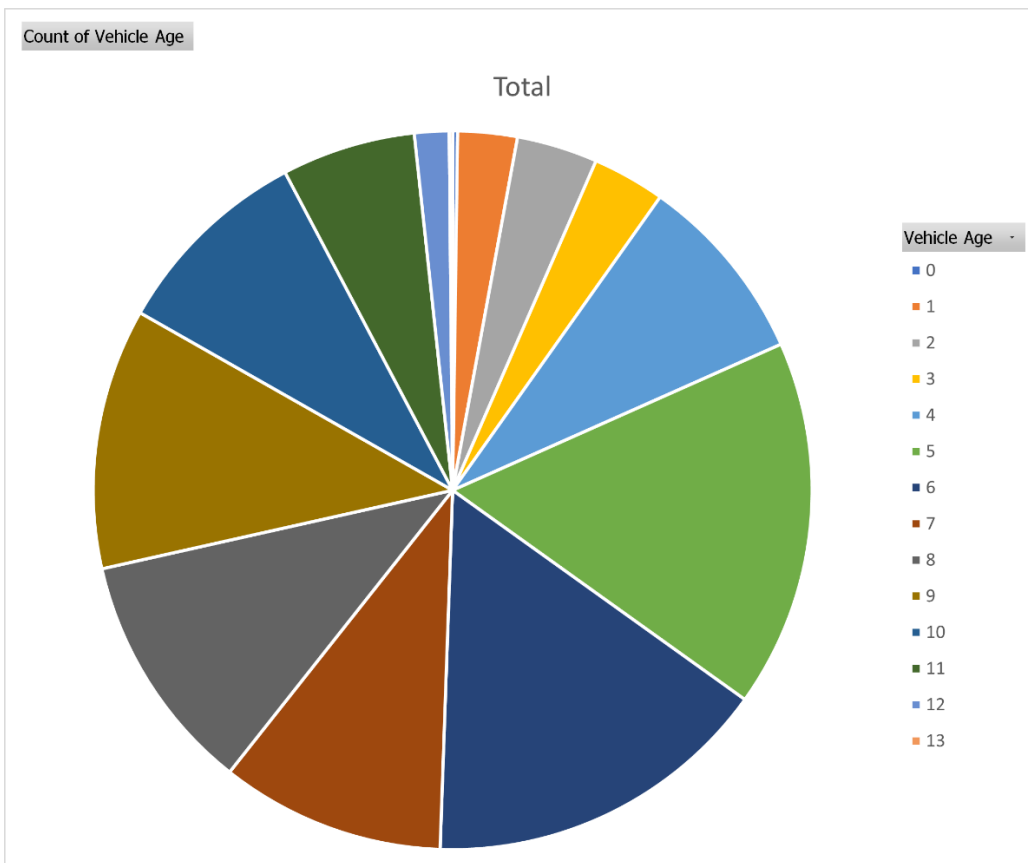
maximum age for first licensing may have adverse unintended consequences. A 5-year-old used electric vehicle will produce less emissions than a new Euro 6 diesel or petrol car – enabling the trade to make use of previously owned vehicles will assist it to transition more rapidly to zero emission vehicles and improve air quality.

Licensing authorities should not impose age limits for the licensing of vehicles instead they should consider more targeted requirements to meet their policy objectives on emissions, safety rating and increasing wheelchair accessible provision where this is low.

The Age of the Existing Fleet

4.20 Licensing records show the number of vehicles currently licensed and their age.

4.21 Private Hire Vehicles show a fairly even spread across the age range, peaking at 5 years. This means that the impact of a change in age policy would not be immediate. If the entry age for new vehicles is increased then this would benefit licence holders wishing to replace their existing vehicle, for example due to an accident or mechanical issue.

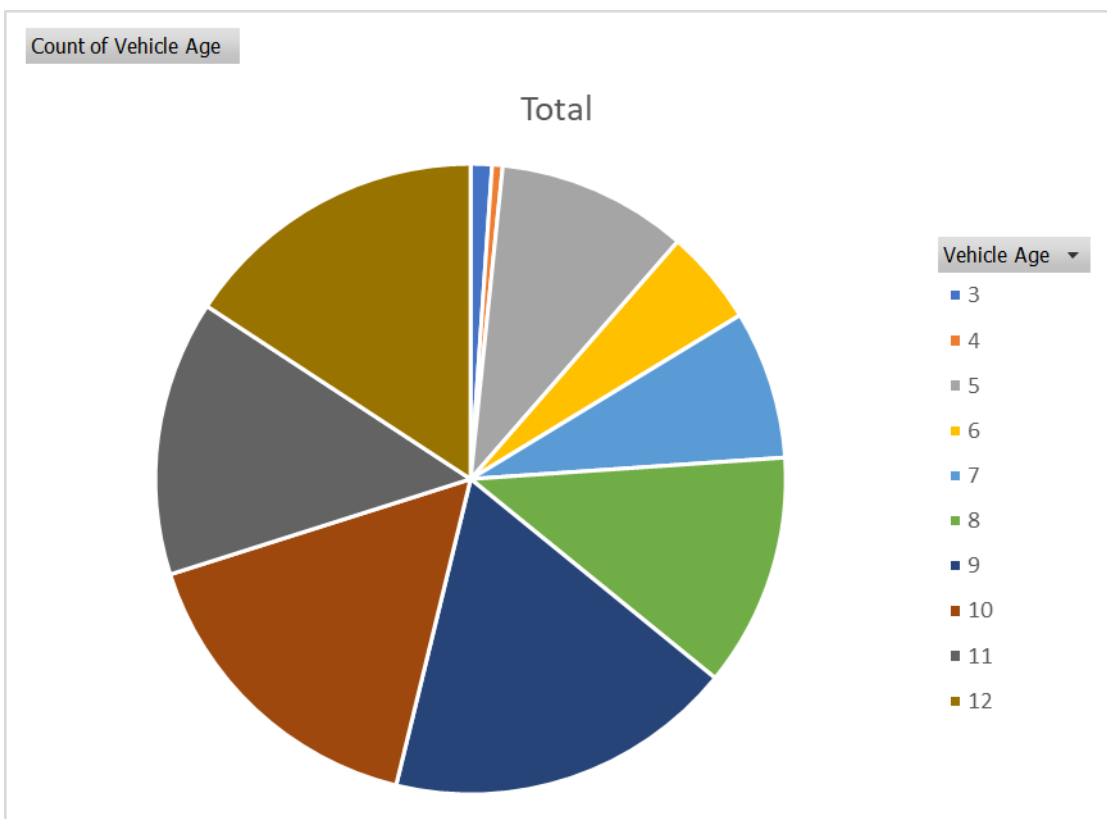


Vehicle Age	Count of Vehicle Age
0	3
1	36
2	49
3	44
4	115
5	223
6	211

7	136
8	146
9	158
10	122
11	81
12	21
13	2

Grand Total 1347

4.22 Hackney Carriages tend to be older, with a higher proportion aged 9 years or more. Any increase in the upper age limit for vehicles to remain licensed would have an immediate impact on the Hackney Carriage fleet. A change to the entry age of vehicles should enable those who do need a replacement vehicle to source a vehicle more easily.



Vehicle Age	Count of Vehicle Age
3	2
4	1
5	18
6	9
7	14
8	22
9	33
10	30
11	26
12	29
Grand Total	184

Temporary Relaxation of Existing Age Policy

- 4.23 Any vehicles over the age of 11 that have been relicensed under the temporary policy have been required to undergo an additional inspection at the Vehicle Testing Station, so that they are tested every 4 months instead of every 6 months.
- 4.24 During the period of the temporary relaxation of the age policy, data has been collected from the Vehicle Testing Station on the pass/failure rates of those vehicles that have been relicensed over the age of 11 years old. This information can be found at Appendix D.
- 4.25 The information shows that of all the vehicles that were inspected: -
- 13 Private Hire Vehicles passed first time.
 - 4 Hackney Carriages passed first time.

 - 7 Private Hire Vehicles failed and subsequently passed on retest.
 - 18 Hackney Carriages failed and subsequently passed on retest.

 - 4 Private Hire Vehicles passed on the second retest.
 - 9 Hackney Carriages passed on the second retest.

 - 1 Private Hire Vehicle failed its second retest.
 - 4 Hackney Carriages failed the second retest.

 - 0 Private Hire vehicles were not tested due to safety issues.
 - 4 Hackney Carriages were not tested due to safety issues.
- 4.26 The reasons for failure or vehicles not being tested are also included in the attached appendix.
- 4.27 The above information indicates that an additional vehicle inspection is needed to provide assurance that older vehicles continue to remain safe and suitable for licensing as hackney carriages / private hire vehicles.

Officer Comments

- 4.28 If members are minded to recommend an increase in the age limits for vehicles to be licensed then consideration should be given to the number of inspections that the vehicles will be required to undergo an inspection at the Vehicle Testing Station.
- 4.29 Currently all vehicles are inspected twice a year – when the vehicle is first licensed or when the licence is due for renewal, and a six-month interim inspection.
- 4.30 Section 50 of the Local Government (Miscellaneous Provisions) Act 1976 states: -
- “Without prejudice to the provisions of section 68 of this Act, the proprietor of any hackney carriage or of any private hire vehicle licensed by a District Council shall present such hackney carriage or private hire vehicle for inspection and testing within such period and at such place within the area of the council as they may by notice reasonably require:*

Provided that a district council shall not under the provisions of this subsection

*require a proprietor to present the same hackney carriage or private hire vehicle for inspection and testing **on no more than three separate occasions during any one period of 12 months***

- 4.31 The 'Taxi and Private Hire Vehicle Licensing Best Practice Guidance for Licensing Authorities in England – dated 17 November 2023 states the following in relation to frequency of tests: -

Vehicle Testing

Licensing authorities must only license vehicles that are safe. It is therefore appropriate and proportionate that authorities require vehicles to pass rigorous safety checks. There is considerable variation between licensing authorities on vehicle testing, including the related but separate question of age limits. The following can be regarded as best practice.

Frequency of Vehicle Tests

The legal requirement is that private hire vehicles which are at least three years old, and all taxis, must be subject to an MOT test or its equivalent at least once a year. Local authorities may obtain a designation from the Secretary of State for Transport to issue 'Certificates of Compliance.' The requirements of the test normally include those in an MOT test but may also include another inspection by a licensing officer to ensure the vehicle meets the relevant local requirements for issuing a taxi or private hire vehicle licence e.g., cleanliness of the vehicle inside and outside, correct plates displayed etc.

An annual test for licensed vehicles of whatever age (including vehicles that are less than three years old) seems appropriate in most cases, unless local conditions suggest that more frequent tests are necessary. More frequent tests may be appropriate for older vehicles which may be more prone to mechanical defects.

- 4.32 As can be seen from paragraph 4.22 of the report and Appendix D those older vehicles which have been subject to the additional test during the temporary relaxation of the age limit have had a higher failure rate and for serious defects.
- 4.33 Any increase in the upper age limit of vehicles should also include an increase in the frequency of inspections for vehicles.
- 4.34 If the number of inspections is increased, then this will also have an impact on the capacity of the Vehicle Testing Station to carry out those inspections and retests.
- 4.35 A number of local authorities have reviewed their vehicle age policies in light of the guidance but also due to the impact that cross border hiring has had on their licence holders. The aim being to retain their licensed drivers and vehicles and hence maintain control over the quality and safety of the vehicles that are working in their areas.
- 4.36 The role of the Licensing Authority to 'protect the travelling public' by ensuring that only those drivers that are fit and proper are licensed and the vehicles that they drive are fit for purpose and safe. By amending the upper age limit for vehicles licensed within the city this will help retain those licence holders and in turn give the Council the ability to enforce our higher standards than other areas may currently have.

Concerns about safety and suitability may be addressed by requiring an additional inspection for older vehicles.

5. Financial, legal, equalities, climate emergency and other implications

5.1 Financial implications

There are no financial implications arising from the recommendations in this report.

Stuart McAvoy – Head of Finance, 454 4004

5.2 Legal implications

The power for the Council to license a Hackney Carriage/s is contained within Section 37 of the Town Police Clauses Act 1847 and the power to place conditions on the licensing of Hackney Carriages is contained in Section 47 of the Local Government (Miscellaneous Provisions) Act 1976. Section 48 of the same Act provides similar provisions for Private Hire Vehicles

It is for individual licensing authorities to reach their own decisions within their statutory powers on overall policies and individual licensing matters.

Katherine Jamieson, Solicitor, 4541452

5.3 Equalities implications

When making decisions, the Council must comply with the public sector equality duty (PSED) (Equality Act 2010) by paying due regard, when carrying out their functions, to the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between people who share a 'protected characteristic' and those who do not.

Protected characteristics under the public sector equality duty are age, disability, gender re-assignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, sex and sexual orientation.

The report provides an update on the consultation outcomes for the council's permanent age policy for licensed vehicles and is seeking agreement on whether to amend the existing vehicle age policy. The council need to ensure that the agreed decision is communicated in a fair and accessible manner and publicity of the decision is targeted at the relevant stakeholders in a timely manner.

Sukhi Biring, Equalities Officer, 454 4175

5.4 Climate Emergency implications

Transport is responsible for around 25% of carbon emissions in Leicester. Following the city council's declaration of a Climate Emergency in 2019, and it's aim to achieve net zero carbon emissions, addressing transport-related emissions is a vital part of the council's work. This is particularly important in those areas where the council has the greatest level of influence.

In general, older vehicles are likely to have higher carbon emissions per mile travelled, and as such relaxing age standards for the city's taxis is likely to lead to some increase in emissions. As set out within the report however, the deregulation of taxi licensing means that retaining the current age policy may not prevent this impact. Consideration of opportunities to reduce carbon emissions from taxis should therefore take place alongside work on introducing cleaner vehicles more widely, as noted within the report.

Aidan Davis, Sustainability Officer, Ext 37 2284

5.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None.

6. Background information and other papers:

Report presented to Licensing and Public Safety Committee on 8 November 2023

7. Summary of appendices:

Appendix A – Benchmarking of age policies

Appendix B – Consultation responses

Appendix C – Consultation comments

Appendix D – Data collected from Vehicle Testing Station on pass/failure rates of those vehicles which have had the additional test during the temporary relaxation of the age policy.

8. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?

No

9. Is this a “key decision”? If so, why?

No

