



Leicester  
City Council

## **MEETING OF THE LICENSING AND PUBLIC SAFETY COMMITTEE**

**DATE: MONDAY, 9 MARCH 2020**

**TIME: 5:30 pm**

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

### **Members of the Committee**

Councillor Hunter – Chair

Councillor Pickering – Vice Chair

Councillor Singh Johal – Vice Chair

Councillors Cank, Fonseca, Gee, Dr Moore, Dr Sangster, Shelton and  
Thomas

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 : Angie Smith**  
*Democratic Support*  
*Leicester City Council*  
City Hall, 115 Charles Street, Leicester, LE1 1FZ  
(Tel. 0116 454 6354)  
Email: [angie.smith@leicester.gov.uk](mailto:angie.smith@leicester.gov.uk)

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# **PUBLIC SESSION**

## **AGENDA**

### **FIRE/EMERGENCY EVACUATION**

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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 MEETINGS**

**Appendix A  
(Pages 1 - 10)**

The minutes of the meeting held on 22<sup>nd</sup> October 2019 and the Special meeting on 10<sup>th</sup> December 2019 are attached and the Committee will be asked to confirm them as a correct record.

The minutes can be found on the [Council's website](#).

### **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. CONSIDERATION OF THE RENAULT VOYAGER RX 8 VEHICLE FOR LICENSING AS A HACKNEY CARRIAGE**

**Appendix B  
(Pages 11 - 20)**

The Director of Neighbourhood and Environmental Services submits a report to allow the Committee to consider approving a new vehicle for licensing as a hackney carriage. Committee Members are recommended to note the options

available to them in the report.

**7. PASSENGER AND TRANSPORT SERVICES  
OVERVIEW**

**Appendix C  
(Pages 21 - 24)**

The Director of Housing submits a report to provide the Committee with an overview of Passenger and Transport Services (PATs) and provide an insight into the contract management processes in relation to the taxi framework. Committee Members are recommended to note the report.

**8. ALCOHOL RELATED HARM AND THE ROLE OF  
PUBLIC HEALTH**

**Appendix D  
(Pages 25 - 40)**

The Director of Public Health submits a presentation to the Commission on alcohol related harm and the role of licensing. The Committee Members are recommended to note the presentation.

**9. ANY OTHER URGENT BUSINESS**



Leicester  
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Minutes of the Meeting of the  
LICENSING AND PUBLIC SAFETY COMMITTEE

Held: TUESDAY, 22 OCTOBER 2019 at 5:30 pm

P R E S E N T:

Councillor Hunter (Chair)  
Councillor Singh Johal (Vice Chair)

Councillor Fonseca

Councillor Gee

Councillor Shelton

\* \* \* \* \*

**12. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Cank, Dr. Moore, Pickering and Dr. Sangster.

**13. DECLARATIONS OF INTEREST**

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

There were no declarations.

**14. MINUTES OF PREVIOUS MEETING**

RESOLVED:

that the minutes of the meeting held on 9<sup>th</sup> July 2019 be approved as a correct record.

**15. PETITIONS**

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

**16. 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.

## **17. PAVEMENT CAFÉ LICENSING - POLICY REVIEW**

The Director of Neighbourhood and Environmental Services submitted a report which sought the views of the Committee on the forthcoming consultation on pavement café licensing. Members were recommended to comment on the café licensing policy and any changes that might be appropriate.

The Chief Licensing Officer presented the report. It was noted the Deputy City Mayor had approved a public consultation on what would be a light touch review of the policy. It was reported that currently all pavement café licences expired on 31 May each year. It was proposed to amend this to licences expiring 12 months after date of issue subject to consultation responses. The consultation would run online for one month and affected businesses would be contacted and invited to participate.

Members noted the proposed amendment to the pavement café licensing policy and had no further comments to make.

The Chair thanked the officer for the report.

RESOLVED:

1. That the contents of the report and draft consultation paper be noted.

## **18. TAXI STRATEGY - CONSULTATIONS**

Members of the public present were asked to leave the meeting during consideration of the agenda item.

RESOLVED:

that the press and public be excluded during consideration of the following report, in accordance with the provisions of Section 100A(4) of the Local Government Act 1972, as amended, because it involved the likely disclosure of 'exempt' information, as defined in the Paragraph detailed below of Part 1 of Schedule 12A of the Act, and taking all the circumstances into account, it was considered that the public interest in maintaining the information as exempt outweighed the public interest in disclosing the information.

Paragraph 3

Information relating to the financial or business affairs of any particular person (including the authority hold that information).

The Director of Neighbourhood and Environmental Services submitted a report to inform the Committee of the forthcoming driver consultation and to seek

views on the private hire operator consultation. Members were recommended to comment on the draft consultation.

The Chief Licensing Officer presented the report. It was noted the draft consultation would be submitted to the Deputy City Mayor for approval, together with the comments of the Licensing and Public Safety Committee.

The Chief Licensing Officer went through the proposals and noted comments made by Members.

During consideration of the report, Members requested that Passenger and Transport Services (PATs) be invited to the meeting of the Committee on 11 February 2020 to provide information on how they award and run school contracts.

The Chair thanked the officer for the report.

RESOLVED:

that

1. The contents of the report and draft consultation paper be noted.
2. The comments of the Licensing and Public Safety Committee be fed back to the Deputy City Mayor.
3. That PATs be invited to the meeting of the Committee on 11 February 2020 to provide information on how they award and run school contracts.

## **19. PUBLIC SESSION**

Members of the public were invited back to the meeting.

## **20. TAXI STRATEGY - UNMET DEMAND**

The Director of Neighbourhood and Environmental Services submitted a report to inform the Committee of the need for a survey of unmet demand for hackney carriages. Members were recommended to note the report.

The Chief Licensing Officer presented the report. It was noted that the Council currently limits the number of hackney carriage licences that it issues. It was stated that a survey of unmet demand was necessary to justify maintaining, amending or removing the limit. It was further noted that if the survey found no unmet demand, it may justify retaining a limit on the number of hackney carriages.

The survey would involve observing taxi ranks to see if queues of people awaiting taxis showed unmet demand and vice versa. It was reported there were a number of changes to the locations of taxi ranks planned, and by changing the location of taxi ranks, it would take a while for the situation to level out due to customers potentially being unsure of where the permanent ranks were located. It was therefore proposed to take the survey before

changes to rank location were made.

In response to Members' questions, an external organisation would be procured to undertake the survey, and samples would be taken on different times, and different days of the week to gain a true picture of demand.

The Chair thanked the officer for the report.

RESOLVED:

That the report be noted.

## **21. CLOSE OF MEETING**

The meeting closed at 6.08 pm





Leicester  
City Council

Minutes of the Meeting of the  
LICENSING AND PUBLIC SAFETY COMMITTEE

Held: TUESDAY, 10 DECEMBER 2019 at 5:30 pm

P R E S E N T:

Councillor Hunter (Chair)  
Councillor Pickering (Vice Chair)  
Councillor Singh Johal (Vice Chair)

Councillor Cank

Councillor Gee

\* \* \* \* \*

**22. APOLOGIES FOR ABSENCE**

Apologies were received from Councillor Fonseca.

Councillor Sangster, Councillor Shelton and Councillor Thomas were absent, no apologies having been received.

**23. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**24. MINUTES OF PREVIOUS MEETING**

RESOLVED:

that the minutes of the meeting held on 22<sup>nd</sup> October 2019 be approved as a correct record.

**25. PETITIONS**

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

## **26. 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.

## **27. TAXI STRATEGY - CONSULTATIONS**

The Director of Neighbourhood and Environmental Services submitted a report informing the Committee of the forthcoming vehicle consultation.

The Chief Licensing Officer explained that the current policies and procedures were being reviewed and draft proposals required consultation. Members of the Committee were invited to consider the draft proposals which were planned to be consulted upon in the New Year and provide any comments for the Executive.

Members of the Committee discussed each of the proposals which included comments as follows:

Proposal 1 Application process: Supported

Proposal 2 Engine Emissions:

Members noted that the proposal was moving from Euro 4 emission standard to Euro 5 then Euro 6 in a staged process to improve emission standards. Of the current fleet of black cabs 110 were Euro 4 standard.

Members discussed the life span of vehicles and the impact of imposing changes on vehicle owners as well as the effect of any possible daily charge being introduced from 2021 if a Clean Air Zone is introduced.

Members were informed that all vehicle owners would be written to and sent the consultation inviting their responses to all of the proposals before any decision was taken to change policy. Members also discussed the grant scheme to help drivers take up ULEV taxi's noting there was a statement within the consultation around that.

Members suggested that the proposal include the possibility of some leeway for Euro 5 vehicle owners.

Proposal 3 Vehicle Age:

Members noted that vehicle age for ULEVs was explored in early 2019, legal advice then was that it was not appropriate to have different age policies based on the method of propulsion of vehicles. ULEV's were newer and there was no data on longevity, so there was now a need to look at all vehicles and the proposal was for further investigation to be carried out regarding an appropriate age policy. Members supported this proposal.

Proposal 4 CCTV:

Members noted that the policy currently did not require CCTV to be fitted in vehicles however it was appropriate to consider this and as a responsible authority to give drivers guidance on CCTV. Members felt it would be good for

safety but were concerned it may be open to abuse. Members were advised that access to the CCTV and recordings could be restricted. Members discussed the mechanism for CCTV in vehicles and how that would deter or modify behaviour of those in the vehicles. It was commented that access to CCTV would prove or disprove any allegations and Rotherham was cited as an example of one of the first authorities to introduce CCTV. Members were satisfied that proposal 4 should be consulted upon.

Proposal 5 Windscreens and windows:

Members noted that it was in the interests of safety that whatever goes on in the vehicle was visible and proposal 5 was supported.

Proposal 6 and 7 General Construction: Supported

Proposal 8 Fuel tanks: Supported

Proposal 9 Fire extinguishers: Supported

Proposal 10 Wheelchair facilities: Supported

Proposal 11 Paintwork and body finishes: Supported

Proposal 12 Passenger seats: Supported

Proposal 13 Passenger compartment:

It was confirmed that it was a legal requirement for all passengers to wear a seat belt if there was one available. Drivers were responsible for themselves and children wearing seat belts; passengers over 14 were responsible for themselves. Members supported this proposal.

Proposal 14 Fare table and number plate:

Members were informed that this proposal was also included in the driver consultation and it was suggested that allowing an advertising frame could allow some advertising in a uniform manner. Members supported this proposal.

Proposal 15 Taximeter:

Members queried whether the taximeters were calibrated and were advised that it was a requirement that all taximeters were calibrated and checked, the taximeters were then sealed and returned with a certificate. The Testing Station checked the certification and that there was no tampering and the taxi was test driven over a short distance to check the taximeter. Members noted that there was a switch on fee at the start of journeys, this could be different depending on time of day and the fare table should clearly state the rates. Members supported this proposal.

Proposal 16 Radio apparatus:

Members commented that there should be tighter rules around using mobiles with ear pieces and hands-free devices as these were still a distraction and the drivers focus should be on the road. Members suggested that the proposal should define hands-free mobile phones and usage, subject to including this

suggestion Members supported the proposal.

Proposal 17 Livery: Supported

Proposal 18, 19 and 20 Advertisements:

Members noted that there had been some recent requests for top box advertising on vehicle roofs which had been refused under the current policy. There was some feeling that these were a distraction to other road users but if the authority were to allow this there should be a consistent specification. Members suggested that a comparison be done with other authorities. Subject to these comments Members supported proposals 18, 19 and 20.

Proposal 21 Maintenance: Supported

Proposal 22 Private Hire General Construction: Supported

Proposal 23 Passenger Compartment: Supported

Proposal 24 Fuel: Supported

Proposal 25 Engine capacity: Supported

Proposal 26 Livery, paintwork and body finishes: Supported

Proposals 27 and 28 Advertisements: Supported

Proposals 29, 30 and 31 Wheelchair Facilities: Supported

Proposal 32 Display of licence: Supported

Proposal 33 Braking: Supported

Proposal 34 Maintenance: Supported

Proposal 35 a) Insurance, b) Vehicle examination and testing, c) Proof of ownership, d) Named drivers: Supported

Proposals 36 & 37 Proprietors:

Members queried why they did not receive a full list of convictions when considering drivers licences and were advised that an enhanced check was only allowed for prescribed occupations. Members supported these proposals.

Proposal 38 Discreet plating:

Members were informed that there were a number of vehicles in the system that operated discreetly and there were specific operators who did executive work. Members felt it was important to ensure these were monitored and supported the proposal.

Proposal 39 Standard conditions: Supported

Proposal 40 Reporting of collisions: Supported

Proposal 41 & 42 General guidance: Supported

Members reflected on whether there were other matters that should be included. An area of concern was raised relating to sexual exploitation and Members were advised that drivers were required to take that training within 3 months and a proposal was included in the driver consultation to make that a pre-licence condition. Members also suggested that training awareness should be given around accessibility and wheelchair guidance as well as guidance on assistance dogs.

A further concern was raised in relation to terrorist activity and the risk of terrorists using vehicles as weapons and it was suggested that Prevent training be provided to drivers too.

RESOLVED:

1. That the contents of the report and draft consultation paper be noted,
2. That the comments of the Committee be fed back to the Executive Member.

## **28. ANY OTHER URGENT BUSINESS**

None.

## **29. CLOSE OF MEETING**

The meeting closed at 7.05pm





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WARDS AFFECTED  
All

# Appendix B

**FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:  
Licensing and Public Safety Committee**

**9 March 2020**

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## **Consideration of the Renault Voyager RX 8 Vehicle for Licensing as a Hackney Carriage**

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### **Report of the Director of Neighbourhood and Environmental Services**

#### **1. Purpose of Report**

- 1.1. To allow Licensing Committee to consider approving a new vehicle for licensing as a hackney carriage.

#### **2. Recommendations**

- 2.1. Members have the following options available to them:-

- a) approve the vehicle as an exception if satisfied the conditions that are not met are outweighed by the benefits of licensing this particular vehicle.
- b) refuse to approve the vehicle for licensing.

#### **3. Summary**

- 3.1. On 30 October 2006, Cabinet approved revised Conditions of Fitness for hackney carriages. The conditions require Licensing Committee to approve new vehicle types, before they can be licensed as hackney carriages. They also allow Licensing Committee discretion to approve vehicles for licensing that do not comply, or refuse approval for vehicles that do, where there are justifiable reasons for doing so. The revised Conditions of Fitness are attached at Appendix 1.
- 3.2. The Renault Voyager RX 8 has been put forward by the manufacturers, Voyager MPV, to be considered for licensing.

#### **4. Background**

- 4.1. The Licensing Committee has approved a number of vehicles for licensing as hackney carriages. These include some vehicles that do not fully comply with the revised Conditions of Fitness, because Members considered that the advantages of licensing them outweighed the disadvantages.

- 4.2. The manufacturers have been asked to demonstrate the vehicle on 9 March 2020, should any members wish to see it.

## **5. Compliance Summary**

- 5.1. A vehicle compliance form has been completed by the manufacturer of the Renault Voyager RX 8, which shows that the vehicle is not fully compliant with the conditions of fitness. The vehicle has been inspected by an Enforcement Officer and there is a difference in measurements taken which indicate either compliance with the requirements or non-compliance, these are listed below:-

- The applicant has measured the overall width of the vehicle as 1.956 meters, which exceeds the maximum width of 1.845 meters specified in Appendix 1 by 0.111meters (Non-Compliant). Our enforcement officer has measured the overall width as 1806 mm which meets the requirements as specified in Appendix 1 (Compliant).
- The vertical distance between the point of maximum deflection of the seat cushion when a passenger is seated to the roof immediately above the point is 94.5 centimeters. The applicant has measured the distance as 96.5 centimeters (Non-Compliant). Our enforcement officer has measured the distance as 94.5 centimeters on the tip seat and 92.9 centimeters on the rear seat (Compliant).
- The applicant has measured the unrestricted opening across the doorway as 0.86 meters (Compliant). Our enforcement officer has measured the distance as 0.711 meters and 0.812 meters with the tip seat tilted (Non Compliant). Our requirements in Appendix 1 state an unrestricted opening access of at least 0.75 meters.
- The manufacturers have been asked to address these deviations from the conditions of fitness and their response will be reported verbally at the meeting.

- 5.2. A certificate of European Whole Vehicle type approval has been provided for the vehicle.

## **6. Vehicle options**

- 6.1 At the Licensing Committee meeting on 6 September 2010, Members asked about options available for vehicles that are presented for approval to be licensed as hackney carriages.
- 6.2 The suppliers have been asked to provide details of the options available for this vehicle and they have provided a brochure that shows there are two option packs in addition to the standard vehicle equipment. A copy of the brochure will be available for members to view at the committee meeting.

## **7. FINANCIAL, LEGAL AND OTHER IMPLICATIONS**

### **7.1. Financial Implications**

There are no direct financial implications arising from this report.

*Colin Sharpe, Head of Finance*



## 7.2. Legal Implications

Section 37 of the Town Police Clauses Act 1847, gives the Council power to decide which vehicles it will licence as a Hackney Carriage. Section 47 of the Local Government (Miscellaneous Provisions) Act 1976 (“ the 1976 Act”) gives the Council discretion to place conditions on the licensing of hackney carriages. In applying this, members need to have consideration of their statutory obligations under the human rights and equalities legislation.

The 1976 Act states that a Council may attach to the grant of a licence conditions they consider reasonably necessary. The Section also requires that any vehicle licensed by them to be such of a design and appearance or bear such distinguishing marks that clearly identify it as a hackney carriage.

As stated in point 5 of the report the Renault Voyager RX 8 has been shown not to be fully compliant with the City Council’s Conditions of Fitness. Therefore it can only be approved by the Licensing Committee as a vehicle that can be licensed as a Hackney Carriage within the City, if the Committee is satisfied that justifiable reasons exist to license a vehicle that does not completely comply with the conditions.

The 1976 Act allows any person aggrieved by conditions attached to a hackney carriage vehicle licence to appeal to the Magistrates’ Court.

*Katherine Jamieson – Solicitor, Legal Services*

## 8. Other Implications

<b>OTHER IMPLICATIONS</b>	<b>YES/ NO</b>	<b>Paragraph/References Within the Report</b>
Equal Opportunities	No	
Policy	No	
Sustainable and Environmental	No	
Crime and Disorder	No	
Human Rights Act	No	
Elderly/People on Low Income	No	
Corporate Parenting	No	
Health Inequalities Impact	No	

## 9. Background Papers – Local Government Act 1972

9.1. None

## 10. Consultations

10.1. None

**11. Report Author**

11.1. Deborah Bragg, Licensing Manager (Policy and Applications)

0116 454 1924

[Deborah.bragg@leicester.gov.uk](mailto:Deborah.bragg@leicester.gov.uk)

## APPENDIX 1

### HACKNEY CARRIAGE LICENSING – CONDITIONS OF FITNESS

#### CONSTRUCTION AND LICENSING OF MOTOR CABS IN LEICESTER CITY CONDITIONS OF FITNESS AND DIRECTIONS

##### APPLICATION

1. These conditions set out the requirements that the City Council expects all hackney carriages to meet. The decision on whether to licence a particular type of vehicle will be made by Licensing Committee on this basis. However, each case will be decided on its own merits and, if justifiable reasons exist, the Licensing Committee may decide to licence a vehicle that does not completely comply with the conditions or not to licence a vehicle that does meet the conditions.

##### GENERAL CONSTRUCTION

2. Every cab must comply in all respects with the requirements of any Acts and Regulations relating to motor vehicles in force at the time of licensing including the Motor Vehicle (Type Approval) Regulations 1980 and 1980, and the Motor Vehicles (Construction and Use) Regulations 1984. It must also comply fully with all other test requirements and conditions imposed by Leicester City Council and in force at the time of licensing.
3. Every cab must be type approved to the requirements of the M or M1 category of European Whole Type Approval 70/156/EEC as amended. Those cabs (e.g., van conversions) which have not been type approved must be presented with approved certification that the specific vehicle meets the requirements of one of those categories.

##### STEERING

4. The steering wheel must be on the offside of the vehicle.

##### BRAKING SYSTEM

5. All vehicles must be fitted with an ABS braking system.

##### FUEL TANKS

6. A device must be provided by means of which the supply of fuel to the engine may be immediately cut off. Its situation together with the means of operation and “off”

position must be clearly marked on the outside of the vehicle. In the case of an engine powered by LPG or petrol the device must be visible and readily accessible at all times from the outside of the vehicle.

## **ENGINE EMISSIONS**

7. Engine emissions must meet a minimum of Euro III standard.

## **INTERIOR LIGHTING**

8. Adequate lighting must be provided for the driver and passengers. Separate lighting controls for both passengers and driver must be provided. In the case of the passengers compartment an illuminated control switch must be fitted in an approved position. Lighting must also be provided at floor level to every passenger door and be actuated by the opening of those doors.

## **ELECTRICAL EQUIPMENT**

9. Any additional electrical installation to the original equipment must be adequately insulated and be protected by suitable fuses.

## **FIRE APPLIANCES**

10. An appliance for extinguishing fire must be carried in such a position as to be readily available for use and such appliances must be independently certified that they are manufactured to meet the requirements of BS EN3 1996 and have a minimum fire rating of 5a and 34b.

## **BODY DESIGN**

11. The body must be of the fixed head type with a partially glazed partition glazed partition separating the passenger from the driver.
12. a) Outside dimensions:
  - (i) The overall width of the vehicle exclusive of driving mirrors must not exceed 1.845 metres.
  - (ii) The overall length must not exceed 5 metres.
- b) Inside dimensions of passengers compartment:
  - (i) The vertical distance between the point of maximum deflection of the seat cushion when a passenger is seated to the roof immediately above the point must not be less than 96.5 centimetres.
  - (ii) The width across the rear seat cushion must not be less than 1.07 metres.
13. Any curvature of the floor of the passenger's compartment must be continuous and must not exceed 2 centimetres at the partition and 5 centimetres at the base of the rear seat when measured between the centre line and sills.

14. The door and doorway must be so construction as to permit of an unrestricted opening across the doorway of at least 0.75 metres. The minimum angle of the door when opened must be 90 degrees.
15. The clear height of the doorway must not be less than 1.195 metres.
16. Grab handles must be placed at door entrances to assist the elderly and disabled.

## **STEPS**

17. The top of the tread for any entrance must be at the level of the floor of the passenger compartment and must not exceed 0.53 metres above ground level when the vehicle is unladen.
18. The outer edge of the floor at each entrance must be fitted with non-slip treads. If a colour contrast is used to aid a partially sighted person it must be of an approved type.

## **WHEELCHAIR FACILITIES**

19. Approved anchorages must be provided for the wheelchair. These anchorages must be either chassis or floor linked and capable of withstanding approved dynamic or static tests. Restraints for wheelchair and occupant must be independent of each other. Anchorages must also be provided for the safe stowage of a wheelchair when not in use, whether folded or otherwise, if carried within the passenger compartment.
20. A ramp or ramps for the loading of a wheelchair and occupant must be available at all times for use at the nearside passenger's door. An adequate locating device must be fitted to ensure that the ramp/ramps do not slip or tilt when in use. The ramp/ramps must be capable of being stowed safely when not in use.

## **PAINTWORK AND BODY FINISHES**

21. Only the manufacturers colour range may be used on exterior or interior body finishes. *(Please note that additional requirements in relation to the livery of hackney carriages require that all hackney carriages, first licensed after 1 December 2006, have an all black livery with, in addition, the Council's Crest and the words "Hackney Carriage" displayed on the front nearside and offside doors and bonnet.)*

## **PASSENGERS SEATS**

22. The measurements from the upholstery at the back to the front edge of the back seat must be at least 0.40 metres and for each adult person carried a minimum of 0.40 metres must be available when measured along the front parallel edge of the seat cushion.

23. The width of each front seat must not be less than 0.40 metres and such seats must be at least 0.355 metres when measured from the back to the front of the upholstery.
24. The vertical distance between the highest point of the undeflected seat cushion and the top of the floor covering must not be less than 0.355 metres.
25. Where seats are placed facing each other there must be a clear space of 0.48 metres between any part of the front of a seat and any part of any other seat which faces it. This measurement may be reduced to 0.435 metres provided adequate foot room is maintained at floor level. Where all seats are placed facing to the front of the vehicle there must be a clear space of at least 0.66 metres in front of every part of each seat squab.
26. Front seats must be so arranged as to rise automatically when not in use. They must be symmetrically placed and at least 0.04 metres apart. When not in use front seats must not obstruct doorways.
27. All forward and rearward facing seats must be fitted with suitable head restraints.
28. Suitable means must be provided to assist persons to rise from the rear seat with particular attention to the needs of the elderly and disabled.
29. Vehicles with sliding passenger doors must have an approved visible warning system at the rear of the vehicle to indicate to other vehicles that a door is open and that a passenger may be alighting.

## **PASSENGER COMPARTMENT**

30. Every cab must be provided with an approved means of communication between the passenger and the driver. When a sliding window is fitted at the rear of the drivers compartment, the maximum width of the opening must not exceed 11.5 centimetres.
31. Windows must be provided at the sides and at the rear.
32. Passenger door window must be capable of being opened easily by passengers when seated. The control for opening a door window must be easily identified so as not to be mistaken for any other control.
33. An adequate heating and ventilation system must be fitted for the driver and passengers and means provided for independent control by the driver and passengers.
34. Approved seatbelts must be fitted to all forward facing passenger seats.
35. The flooring of the passengers' compartment must be covered with non-slip material which can be easily cleaned.

36. The windscreen must be of a laminated construction and not be tinted. All other windows and glass must be of an approved safety type.
37. An approved type of automatic door locking device must be fitted to passenger doors. When the vehicle is stationary, the passenger doors must be capable of being readily opened from the inside and outside the vehicle by one operation of the latch mechanism. The interior door handle must be easily identified so as not to be mistaken for any other control.

### **FARE TABLE AND NUMBER PLATE**

38. A frame must be provided for the Fare Table and interior number plate and fitted in an approved position. The words "The number of this cab is" are to be shown above the position for the interior number plate.

### **TAXIMETER**

39. A taximeter of an approved type must be fitted in an approved position.

### **"TAXI" SIGNS**

40. A "Taxi" sign of approved pattern, clearly visible both by day and by night when the cab is not hired, must be fitted.

### **RADIO APPARATUS**

41. Where apparatus for the operation of a two-way radio system is fitted to a cab, no part of the apparatus may be fixed in the passenger's compartment or in the rear boot compartment if LPG tanks or equipment are situated therein.
42. Any other radio equipment either in the passenger or driver compartment, must be approved.

### **FITTINGS**

43. No fittings other than those approved may be attached to or carried upon the inside or outside of the cab

### **MAINTENANCE**

44. Cabs, including all fittings, advertisements, etc., must be well maintained and kept clean and in good working order. The vehicle will at all times be subject to test and inspection and should it be found that a cab is not being properly maintained or that any part or fitting is not in good working order, a notice will be served on the owner prohibiting him from using the vehicle until the defect has been remedied.

## **ADVERTISEMENTS**

45. Suitable advertisements may be allowed on the inside and outside of the cab subject to the approval of the Council.
46. Inside advertisements may be displayed only on the base of the occasional seats or along the bulkheads on top of the passenger/driver partition. All such adverts must be encapsulated in clear non-flammable plastic.
47. Except as provided for below, outside advertisements may be displayed only on the lower panels of the front doors and must be of an approved size. All advertisements must be correctly affixed to a continuous flat surface.
48. Advertisements must be of such a form as not to become easily soiled or detached.
49. All materials and adhesives used in the manufacture of and for the purpose of affixing advertised displays to cabs must be approved.
50. Applications for approval of advertisements must be made in writing to the Licensing Officer of the Leicester City Council.

## **BADGES/EMBLEMS**

51. In addition to advertisements displayed in accordance with the above requirements, the official badge or emblem of a motoring organisation which provides genuine round the clock emergency vehicle and recovery services on a country wide basis may be affixed to the radiator grille. Only one such badge or emblem may be so displayed.
52. No advertisements, badge or emblem, including the stick-on-types is to be exhibited other than as provided for the above and any subsequent conditions.





Leicester  
City Council

**WARDS AFFECTED: ALL**

**LICENSING & PUBLIC SAFETY COMMITTEE**

**9<sup>th</sup> March 2020**

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## **PASSENGER AND TRANSPORT SERVICES OVERVIEW**

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### **Report of the Director of Housing**

#### **1. Purpose of Report**

- 1.1 The purpose of the report is to provide the Committee with an overview of Passenger and Transport Services (PATs) and provide insight to the contract management processes in relation to the taxi framework.

#### **2. Background**

- 2.1 PATs use a combination of in-house buses and subcontracted taxis under the taxi framework agreement to transport service users.
- 2.2 Approximately 1600 passengers are currently using PATs services. Over 1000 of these service users are transported via the taxi framework agreement to schools and placements.
- 2.3 Passengers transported consist of service users from SEN (Special Educational Needs), ASC (Adult Social Care), LAC (Looked after children), CIN (Children in Need) and Council Staff.
- 2.4 The needs and requirements of the above service users may include the following:
- Physical and/or learning disabilities
  - Challenging behaviour (e.g. verbal/physical aggression, defiance)
  - Medical conditions requiring special care
  - Communication needs
  - Wheelchair access
  - Harness and seating requirements for specific passenger safety
  - Requirement of continuity (e.g. same Driver and Passenger Assistant)

- 2.5 To ensure safe and timely transport is provided to service users, PATs have several processes and checks in place. These include the following:
- 2.6 Enhanced Disclosure and Barring Service (DBS) checks for Drivers and Passenger Assistants (PA) must be provided and recorded prior to undertaking any PATs work under the vulnerable passenger framework agreement.
- 2.6.1 If any convictions are recorded on a DBS certificate, the Provider must provide a full risk assessment which will be assessed on a case by case basis by PATs to ascertain if the Driver/PA is able to undertake any PATs contracted work. PATs may require regular risk assessments to review the progress of the Driver/PA to ensure safety of its service users.
- 2.7 Appropriate training must be undertaken by Drivers and PAs ranging from Child Sexual Exploitation training to specific medical training for example administration of oxygen.
- 2.8 Taxi inspections are conducted by PATs which include the following:
- Vehicle checks
  - ID badges – to ensure they are valid
  - Health and Safety e.g. first aid kit, correct car seats etc
  - Correct contract – passenger sharing, solo transport
- 2.9 Proforma checks are in place which contain details of the allocated Driver and PA for each individual contract. A cross referencing exercise is then undertaken by PATs to check consistency.
- 2.10 PATs undertake an audit of Provider Drivers and PAs. The audit requests information such as; Driver/PA name, badge number, badge expiry date, DBS start/expiry date and training undertaken.
- 2.11 Notice of concern forms are in place for any issues and incidents with transport. These are generally complaints raised by Schools, Parents/Carers, Social Workers and Taxi Providers.
- 2.11.1 All notice of concern forms received, are investigated to identify issues with the purpose to resolve the concern/incident and to prevent it from occurring again. Appropriate action is taken with support and recommendation to concerned parties to enable safe and timely transportation. PATs will work with all parties to support this.
- 2.12 Transport management plans are created to assist with safe transport provisions. They contain health and wellbeing information in relation to service users and offer risk mitigation to support Providers with service users' individual needs.

2.13 PATs have a safeguarding protocol for all safeguarding concerns. This includes support with the investigation process and liaison with all concerned parties. Safeguarding allegations are reported accordingly and are also recorded throughout the process.

2.14 PATs may instruct the suspension of the Driver and/or PA pending any investigations which may lead to permanent suspension from the framework agreement.

### **3. Work Programme**

3.1 Currently, Leicester City Council are going through procurement of the vulnerable passenger and transport provision. Specific aims and objectives for the new framework agreement include the following:

- To ensure that Service Users and Council staff are safely transported to and from planned pick up and drop off points, on time
- To ensure that taxi transport is as environmentally sustainable as possible, contributing to Council objectives to reduce emissions and improve air quality
- To ensure that services provided are of good quality, and benefit the physical, mental and emotional wellbeing of Service Users
- To ensure that the Council achieves good value for money from commissioned services
- The start date of the new contract is scheduled for the 1st August 2020

### **4. Recommendation**

4.4 Members are asked to note the report

### **5. Financial & Legal Implications**

5.1 There are not financial or legal implications arising directly from this report

### **6. Background papers – Local Government Act 1972**

None

### **7. Report Author**

Shain Mohammed – Business Change Manager

454 3294

[Shain.Mohammed@leicester.gov.uk](mailto:Shain.Mohammed@leicester.gov.uk)

Anisha Mistry – Passenger and Transport Services Manager

454 0037

[Anisha.Mistry@leicester.gov.uk](mailto:Anisha.Mistry@leicester.gov.uk)



# Alcohol related health harm and the role of licensing

*The local picture in Leicester*

Alcohol is an identified causal factor for more than 60 medical conditions.

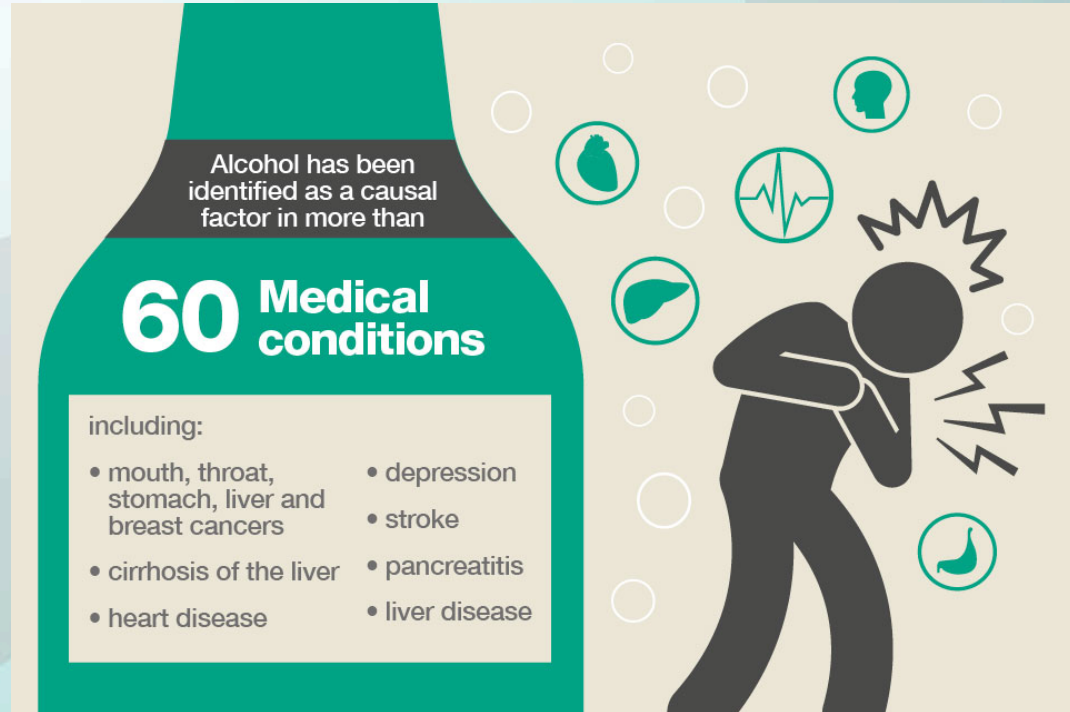
Alcohol is a leading cause for premature mortality.

As the volume of alcohol consumed increases so does the risk to health.

<sup>26</sup> Single bouts of heavy drinking “**binge drinking**” is associated with:

- alcohol related crime
- physical injury
- increased risk of cardiovascular disease.

# Overview of alcohol health harm



# Alcohol and age



Younger drinkers are more likely to binge drink.

However frequent and most harmful drinking tends to be among middle aged people and this group are most likely to drink every day.

# Alcohol and deprivation



Adults in higher income households are more likely to drink weekly at levels that put them at increased risk.

However, the most severe alcohol harm is experienced by those in the lowest socio economic groups.

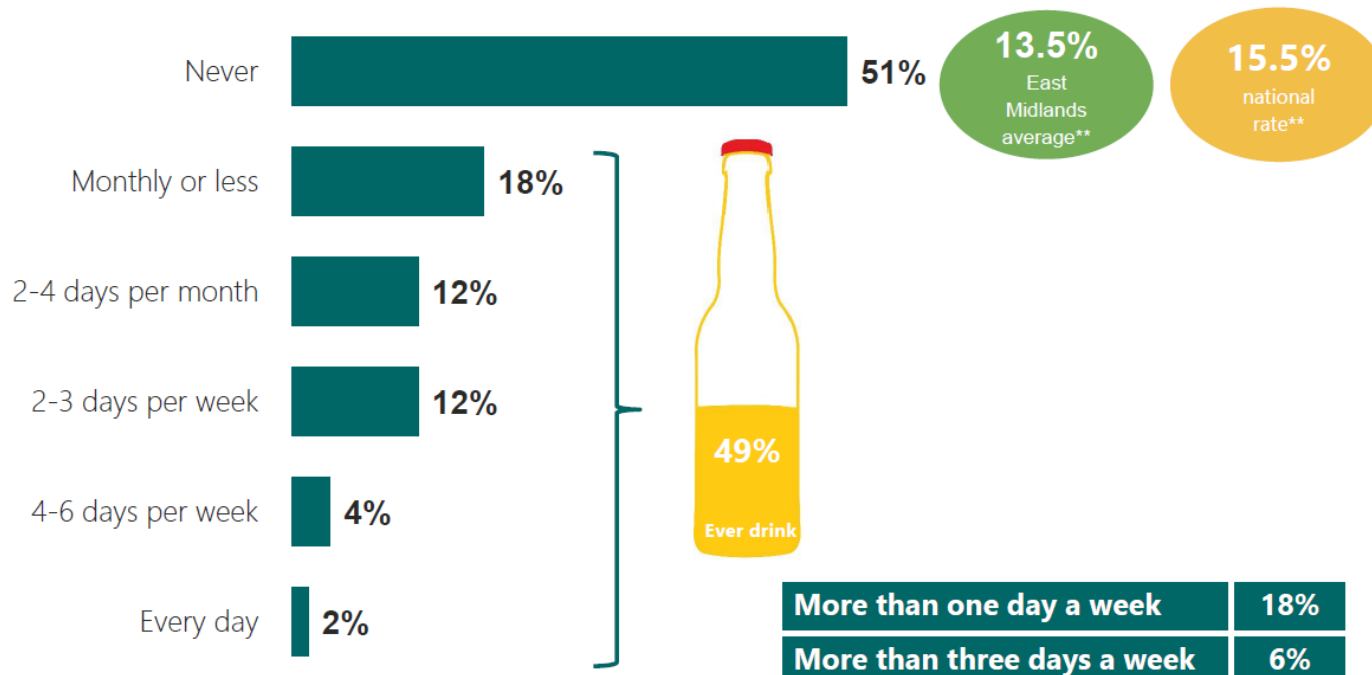
This is the alcohol harm paradox.



## Over half of Leicester residents never drink – a significant rise since 2015

More residents in Leicester profess to never drink alcohol than the previous survey (51% never vs. 45% in 2015)\*. One in five (18%) residents drink more than once a week. Public Health England figures suggest Leicester is a standout when it comes to such high abstinence of alcohol\*\* – and this is reflected by the data collected in this survey.

### Q39. How often do you have a drink containing alcohol?



Base: All valid responses (2224) : Fieldwork dates : 5th March – 25th July 2018

\*Caution: 5% of residents said 'Never, but I have in the past' in 2015 – this was not an answer code this year

\*\*Public Health England Report on Alcohol Consumption 2011-2015

Source: Ipsos MORI



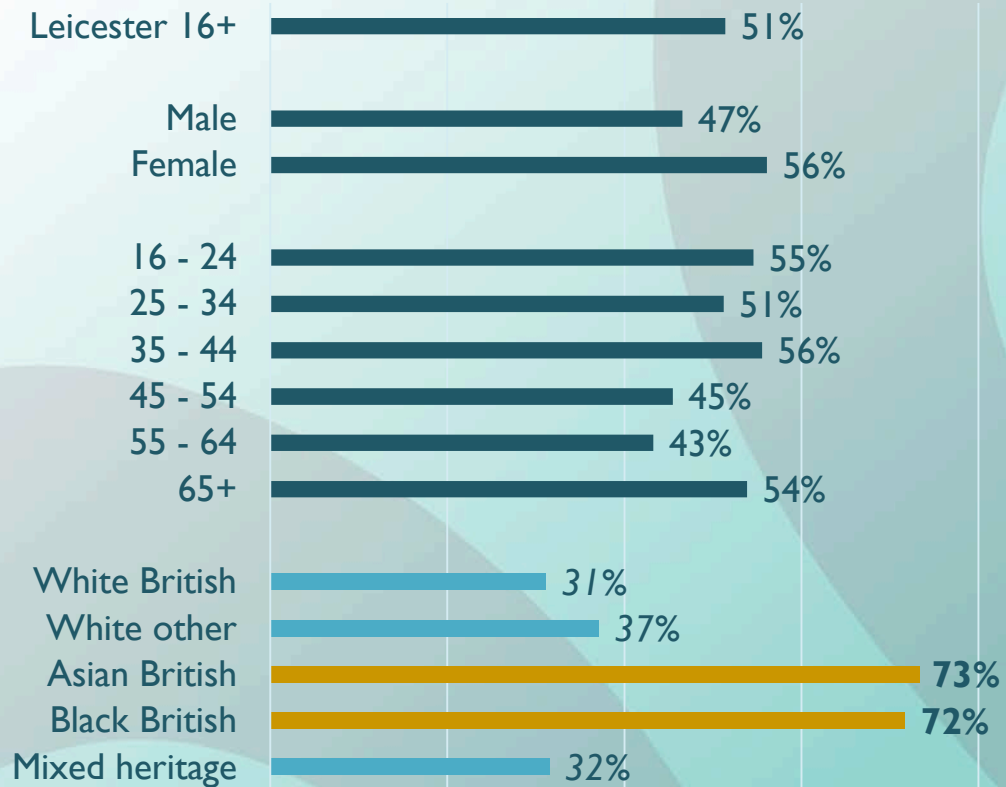
# A high proportion of the Leicester population abstain from alcohol

About half of Leicester's adult population have never drunk alcohol significantly higher than the national rate and many of our comparators.

The religious and demographic makeup of Leicester is a factor in the high alcohol abstaining population in Leicester.

Asian British and Black British communities are significantly more likely to have never drunk alcohol.

% of 16+ population who have never drunk alcohol



Similar

Significantly higher than Leicester

Significantly lower than Leicester

# So who are the Leicester drinkers...

Males, older age groups, and White British residents are all significantly more likely to drink frequently.

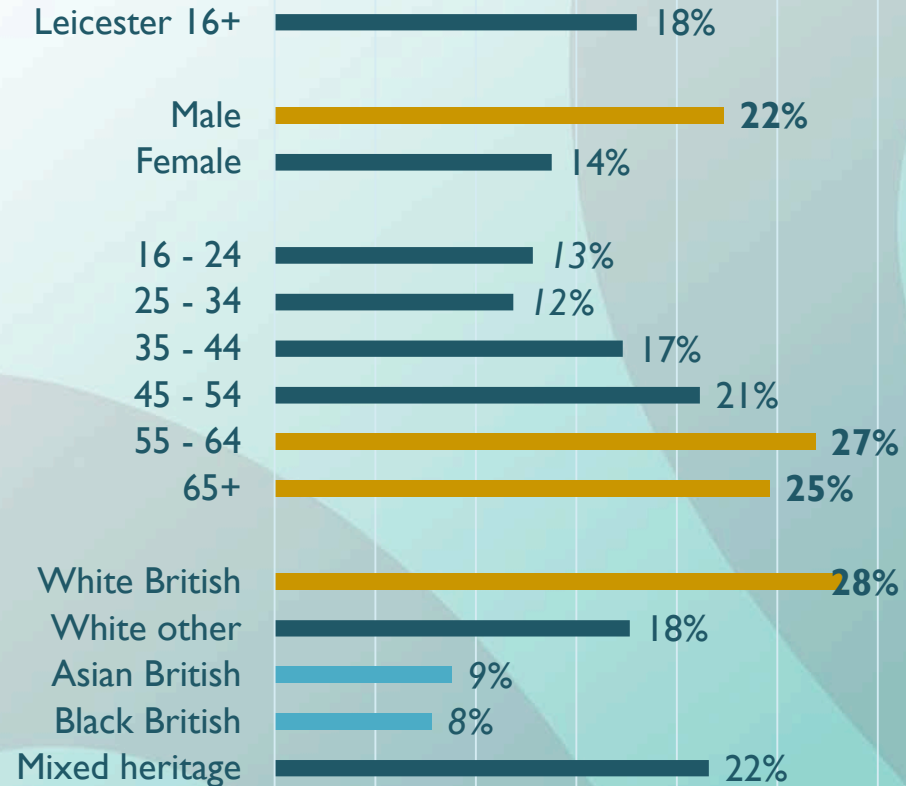
The survey identifies the following as more likely to drink over the recommended limit and more likely to drink often:

Males

65+

White British

% of 16+ population drinking alcohol at least weekly



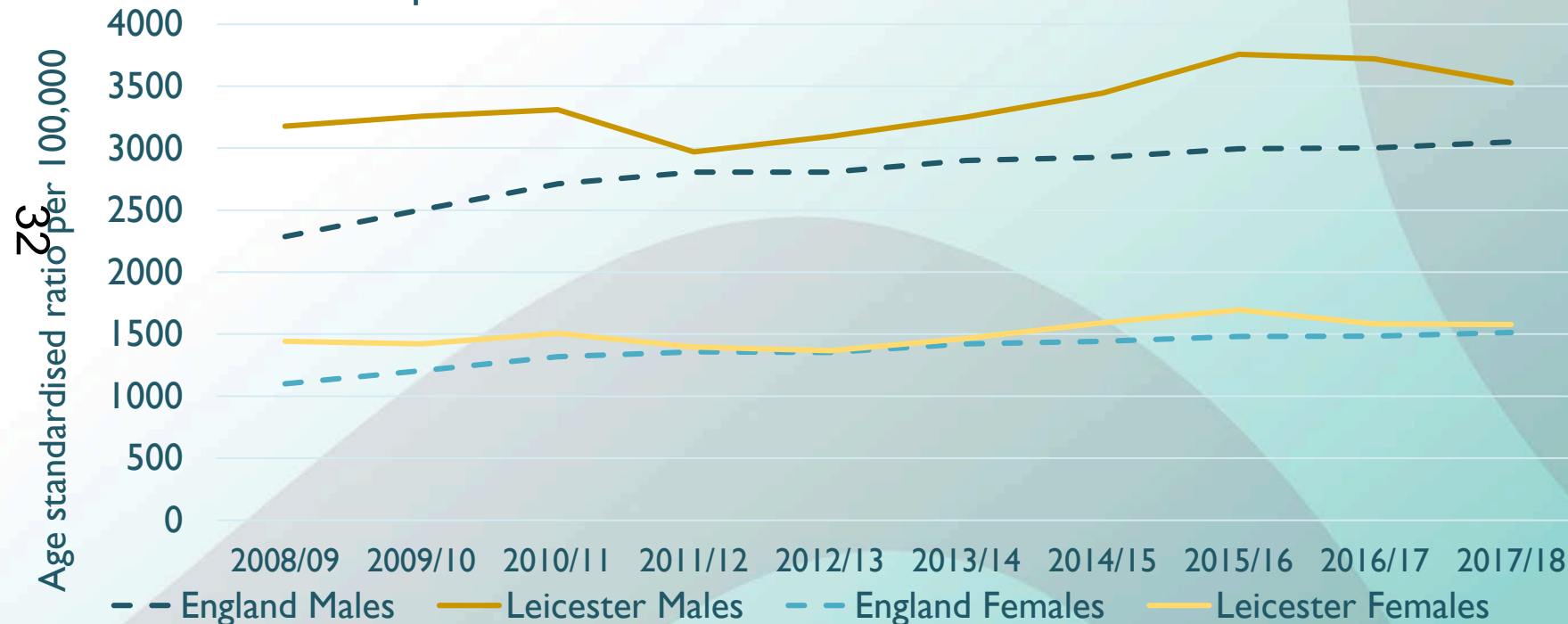
Similar

Significantly higher than Leicester

Significantly lower than Leicester

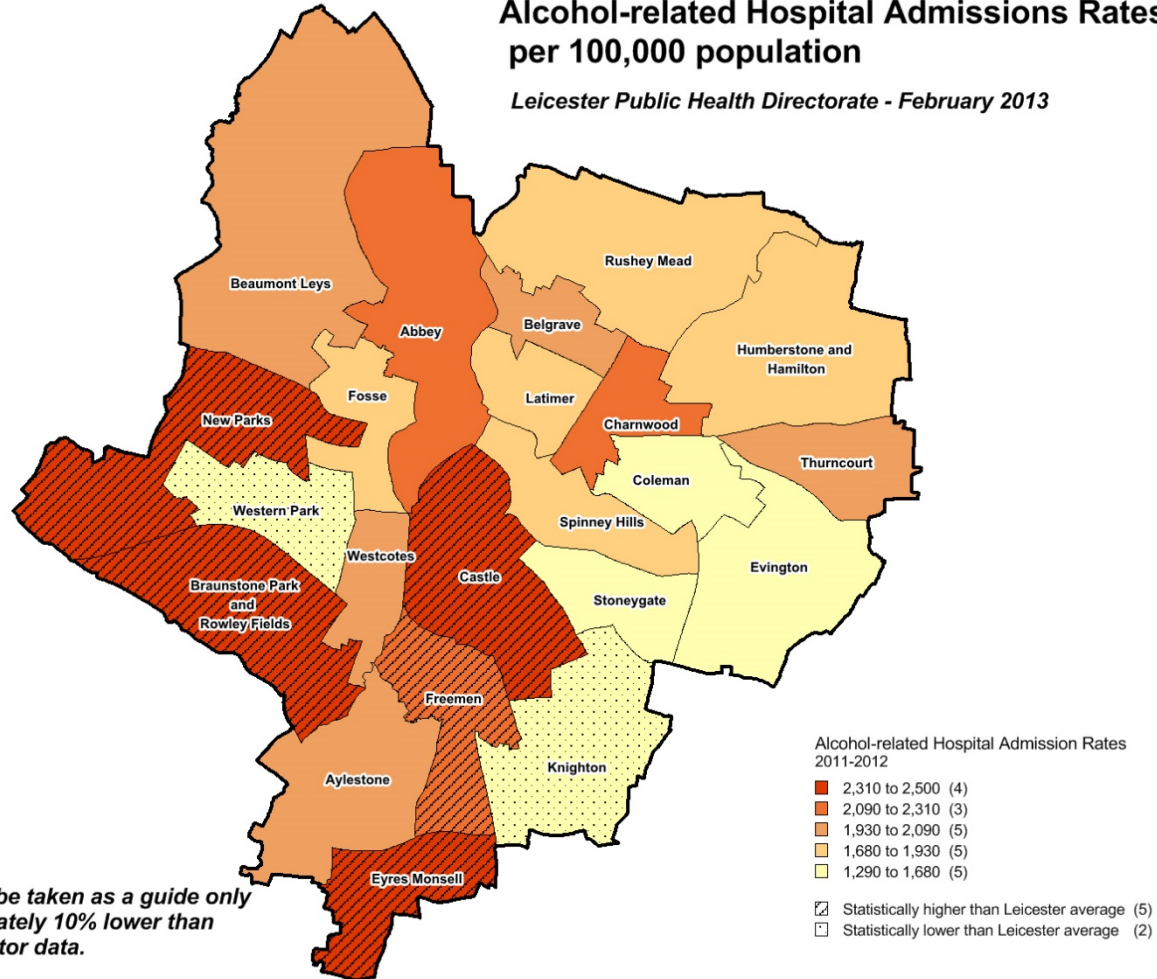
# Leicester reports a significantly higher rate for alcohol related hospital admissions

## Hospital admissions for alcohol related conditions



## Alcohol-related Hospital Admissions Rates per 100,000 population

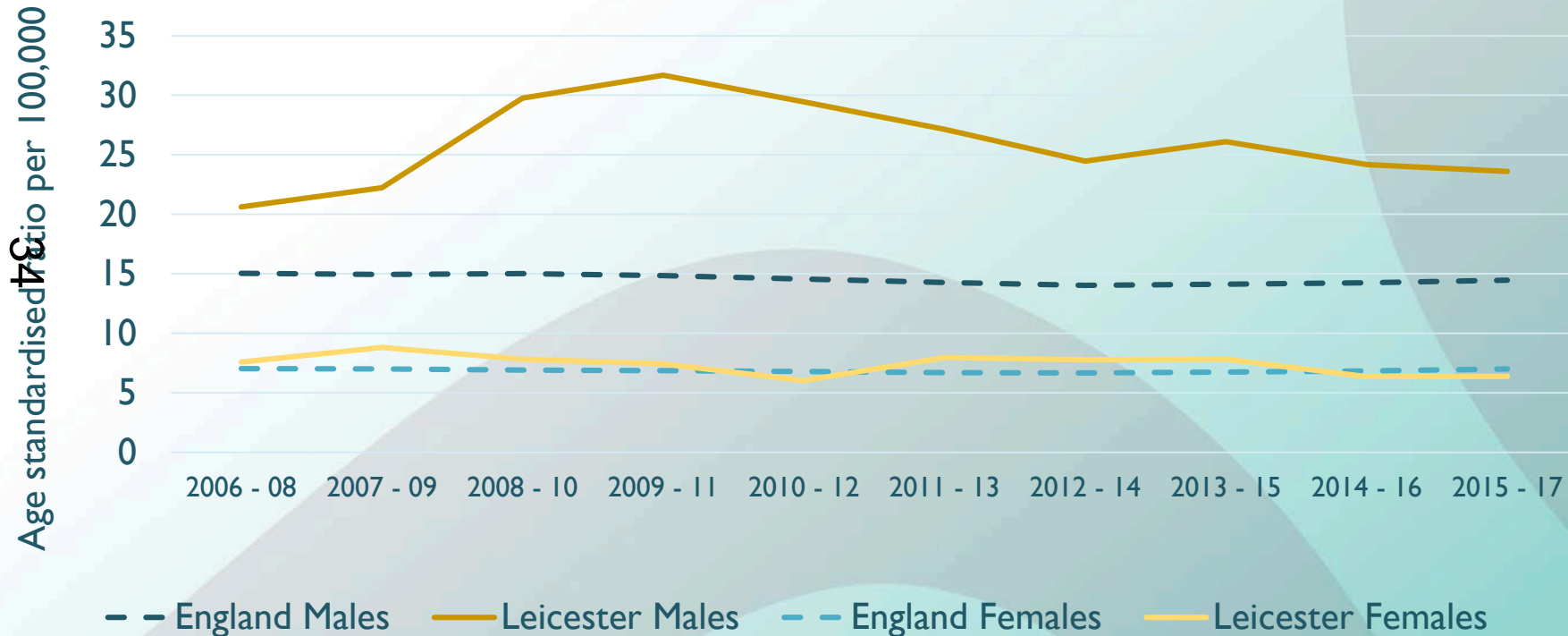
Leicester Public Health Directorate - February 2013



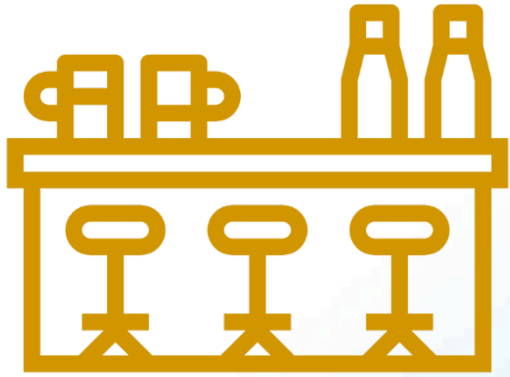
**Note: Ward rates should be taken as a guide only as local data is approximately 10% lower than published national indicator data.**

# Alcohol specific mortality is significantly higher than the national rate

Alcohol specific mortality for men and women: rate per 100,000



# Leicester has many premises to consume alcohol

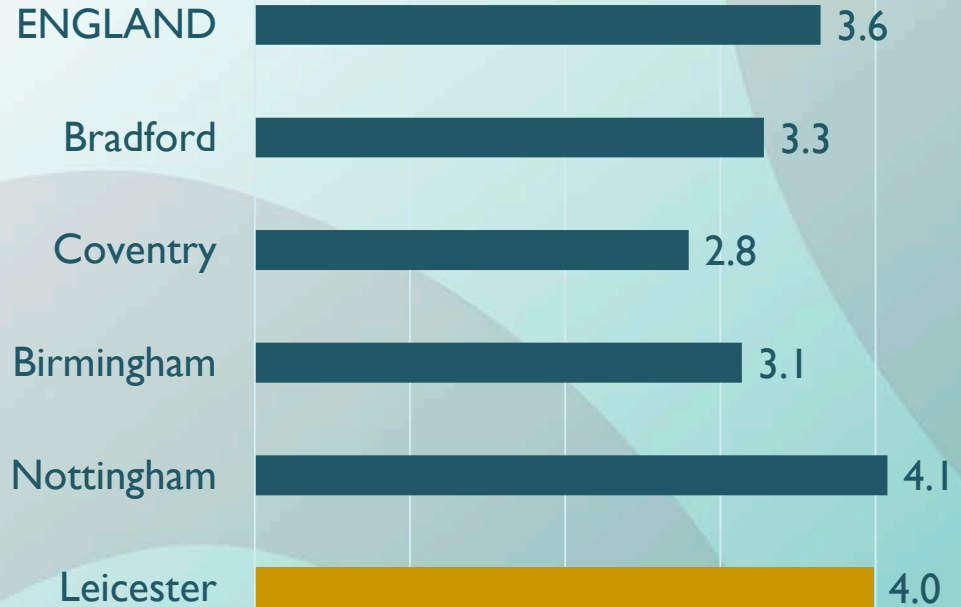


35

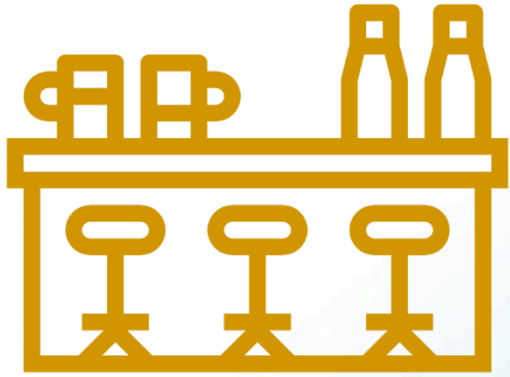
Leicester has a higher rate of licensed premises compared to our comparator authorities.

The city also reports **significantly higher sales** of **beer** and **spirits** compared to the national average.

Number of licensed premises per 1,000 of the population



# Leicester has many premises to consume alcohol

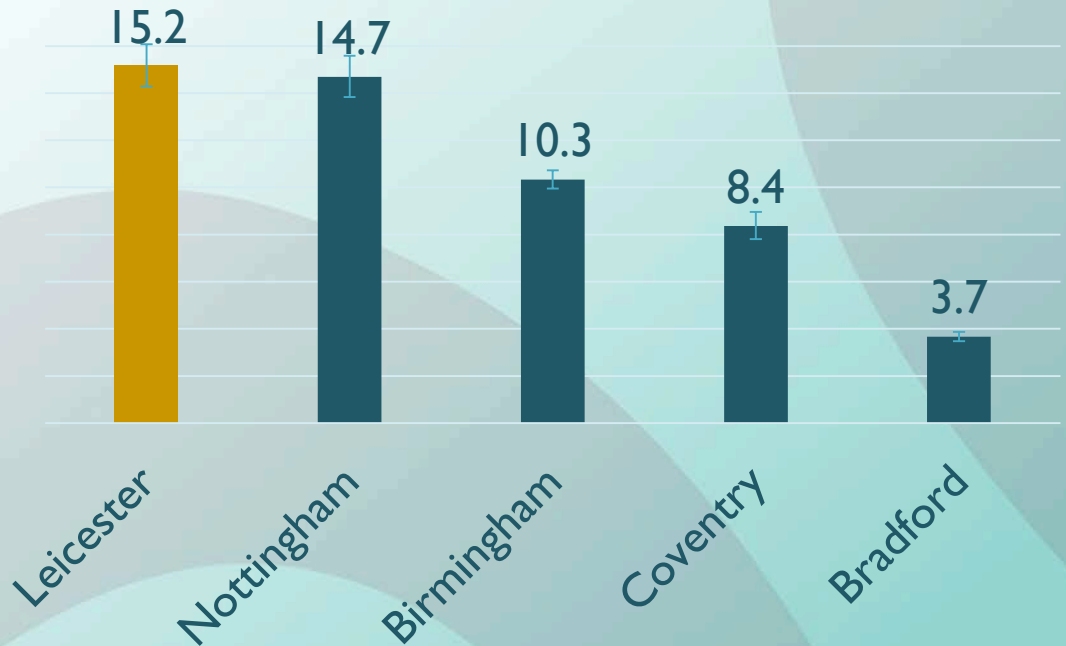


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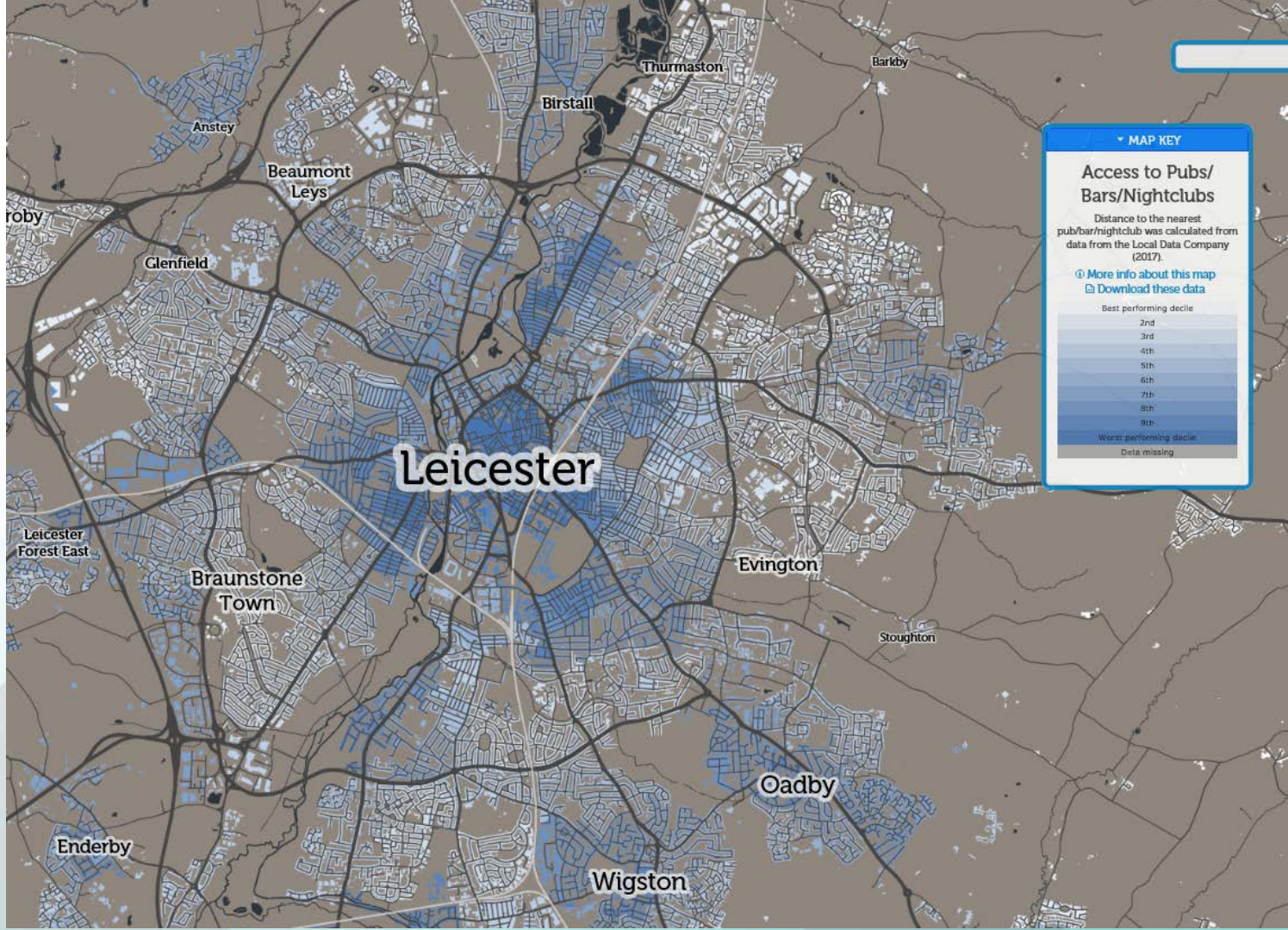
Leicester has a higher rate of licensed premises compared to our comparator authorities.

The city also reports **significantly higher sales** of **beer** and **spirits** compared to the national average.

Number of premises licensed to sell alcohol per square kilometre







MAP KEY

### Access to Pubs/ Bars/Nightclubs

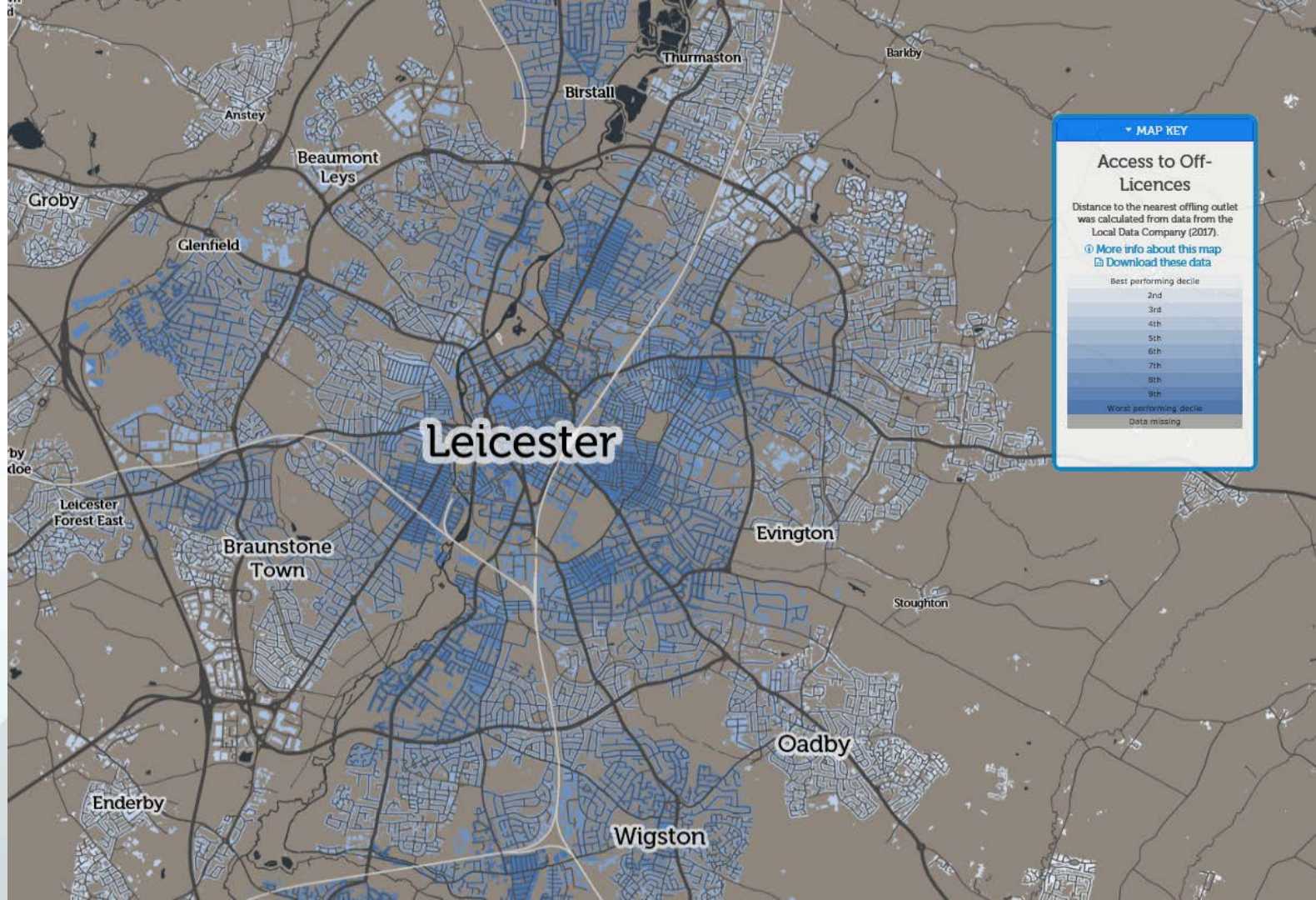
Distance to the nearest pub/bar/nightclub was calculated from data from the Local Data Company (2017).

[More info about this map](#)  
[Download these data](#)

Best performing decile

- 2nd
- 3rd
- 4th
- 5th
- 6th
- 7th
- 8th
- 9th

Worst performing decile  
Data missing



# Role of Licensing

- Health is not a licensing objective
- Health (through the DPH) is a statutory consultee for licensing applications
- Licensing Statement
- Cumulative Impact Zones
- Local agreements/conditions

