

<b>Report Title</b>	Revised Taxi Licensing Policy – Taxi Safety
<b>Meeting</b>	Council
<b>Meeting Date</b>	25 September 2025
<b>Report Author</b>	Jackie Allen
<b>Directorate</b>	Place
<b>Lead Executive Member(s)</b>	Councillor Lola Whipp
<b>Wards Affected</b>	All
<b>Public. Part Exempt, or Fully Exempt</b>	Public
<b>Appendices (if any)</b>	Consultee Responses

## 1. Executive Summary

- 1.1 A decision was taken at the meeting held on 19<sup>th</sup> December 2024 to hold further discussion with the taxi trade with regard to amending the taxi licensing policy in an effort to improve the mechanical condition of vehicles. Detailed discussions with the trade were held with a working group and arising out of that a draft amended taxi licensing policy was agreed to go out to consultation. That public consultation has now concluded and the recommendations below are set out for approval.

## 2. Recommendations

**For the reasons set out in this report, COUNCIL is recommended to:**

- 2.1 Agree the updates to the Taxi Licensing Policy as detailed in section 4.8, with the policy relating to vehicle age limits to be implemented from 01.01.26 in order to allow for new and existing drivers time to source suitable vehicles.

## 3. Information: the Rationale & Evidence for the Recommendations

- 3.1 The proposed updates have been agreed with the trade and after considering responses following the consultation process.

## 4. Background

- 4.1 A working group, including four trade representatives and three councillors met on two occasions and agreed the following proposed changes to the Taxi Licensing Policy to improve vehicle safety:

- a) **Section 4.8 Vehicle Age Limits** – existing vehicles continue until their twelve-year age limit; existing and new euro 6, hybrid, electric (EVs) or wheelchair accessible vehicles will have no age limit and any new vehicle application will only be accepted for euro 6, hybrid, electric (EV's) or wheelchair accessible vehicles.
- b) **Section 4.10 Testing and Frequency** – an annual MOT will be required which can be issued from any garage and a six-month taxi test from one of the Council's approved testing stations.
- c) **Section 4.11 Roadworthiness and Maintenance of Vehicle** – the vehicle proprietor with three failures of any MOT classified dangerous or major items, over a rolling two-year period will be brought before the Taxi Licensing Committee.
- d) **Section 4.12 Vehicle Spot Checks** – for a vehicle failing the spot check on any MOT classified dangerous or major items, the driver will have their licence suspended for a period of two weeks on the first occasion, four weeks on the second occasion and brought before the Taxi Licensing Committee on the third occasion, over a rolling two-year period.

The 50% failure rule for private hire operators be removed.

- e) **4.13 Daily Vehicle Checks** – daily vehicle checks will be required either by an approved App. or a paper check. Failure to carry out a check; comply with what is recorded on the check or being untruthful will result in the driver having their licence suspended as set for the periods set out in (d) above.
- f) **5.9 Knowledge Test** – the local area section will be removed from the test.

- 4.2 The full policy with proposed updates can be viewed at [https://www.pendle.gov.uk/downloads/download/3241/draft\\_taxi\\_licensing\\_policy\\_2025](https://www.pendle.gov.uk/downloads/download/3241/draft_taxi_licensing_policy_2025)
- 4.3 In addition to the above, as agreed at a previous meeting, the penalty point scheme has been updated for approval. This is set out at appendix 15 of the draft Taxi Licensing Policy.
- 4.4 Attached at appendix one are the responses received following consultation with licensed drivers, vehicle owners, operators, the public and all east Lancashire local authorities.
- 4.5 Fifteen responses were received which are outlined in the appendix, together with an officer response where required.
- 4.6 Should the proposals be agreed we hope to see an improvement to vehicle maintenance with less vehicles failing spot checks and suitable sanctions in place for any driver or vehicle proprietor who does not maintain their vehicle.

**5. Link to Council Plan Priorities: Housing and Healthy Communities**

- 5.1 The recommendations meet the Corporate Plan Priorities by ensuring our taxis are safe.

**6. Implications**

**6.1 Financial Implications**

There are no financial implications arising directly from this report.

**6.2 Legal and Governance Implications**

There are no legal and governance implications arising directly from this report.

**6.3 Climate and Biodiversity Implications**

The proposals for euro six or electric vehicles will reduce harmful pollutants and improve air quality and public health.

**6.5 Human Resources Implications**

There are no staffing implications arising directly from this report.

**6.6 Equality and Diversity Implications**

There are no equality and diversity implications arising directly from this report.

**7. Consultation**

- 7.1 The taxi licensing trade, members of the public and East Lancashire Authorities were consulted.

**8. Alternative Options Considered**

- 8.1 None required, as recommendations have come from the trade.

**9. Statutory Officer Sign off (please tick)**

Section 151 Officer	X
Monitoring Officer	X

**10. Background Documents**

Department for Transport Best Practice Guidance for Licensing Authorities in England 2023

**Contact Officers**

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