

Proposed Taxi & Private Hire Vehicles Strategy 2020

Purpose

- 1.1 The report provides information on the proposed Taxi & Private Hire Vehicles Strategy 2020.

Recommendation(s)

- 2.1 To approve, subject to the consideration of representations, the proposed Taxi & Private Hire Vehicles Strategy 2020 as set out at Appendix 2.
- 2.2 To request the Service Director of Public Protection and Streetpride to arrange a consultation exercise on the proposed strategy.
- 2.3 To request the Service Director of Public Protection and Streetpride to consider any comments received during the consultation exercise and arrange a further report to Committee setting out a proposed final strategy to be approved.

Reason(s)

- 3.1 To help support the Council to meet the air quality requirements laid down by Central Government.
- 3.2 To set out measures to improve the condition of the Taxi and Private Hire (TPH) fleet, making it safer, cleaner, modern and more focussed.

Supporting information

- 4.1 Members will be aware of the need for the Council to introduce measures to reduce roadside nitrogen dioxide levels as soon as possible to tackle poor air quality and that further work has been undertaken to enable it to meet this requirement.

- 4.2 Members will also recall that in response to concerns raised by Derbyshire Constabulary about the overall condition of the vehicles licensed in Derby, a consultation with the trade and public was undertaken on proposals to change the frequency of licensed vehicle testing and introduce a new requirement that new vehicle licences would only be issued to vehicles less than a certain age. The consultation results of this exercise are set out at Appendix 1 for information. Further proposals relating to age restrictions of licensed vehicles are set out in the strategy for consultation.
- 4.3 As set out at the Committee meeting in September 2018, further work on other related topics has been carried out and a proposed strategy has been drafted.

The purpose of the strategy is to help achieve a high quality Taxi and Private Hire (TPH) model that is:

- Safer – more modern vehicles, free from defects that provide passengers and regulators with confidence. An enhanced taxi booking application that allows both passengers and drivers the ability to rate one another and geographically track, share and record all journeys. A mandatory cashless option with zero commission to both passengers and drivers.
- Cleaner – we will incentivise the uptake of Ultra Low Emission Vehicles (ULEV) through investment of charge infrastructure, new dedicated Electric Vehicle (EV) only taxi ranks and subsidised licensing fees. We will provide access to specialist advice on ‘total cost of ownership’ modelling, a taxi ULEV try before you buy scheme and dedicated EV workshops.
- Modern – newer taxis with the latest technology and smoother journeys. Guaranteed to be accessible for all with front facing wheelchair support and easy access ramps. Vehicles will be equipped with FREE Wi-Fi, contactless card payments and climate control. Whether short or longer journeys, an experience that meets traveller’s needs.
- Focussed – drivers will be expected to provide the highest levels of customer care. Assistance getting in and out, help with luggage and shopping or ensuring wheelchair users are anchored appropriately shall be standard practice. Drivers will be expected to take the most efficient route.

- 4.4 The proposed Taxi & Private Hire Vehicles Strategy 2020 is set out at Appendix 2.

Public/stakeholder engagement

- 5.1 The Council will consult on the proposed strategy and consider any comments received.

- 5.2 During the consultation period, a stakeholder briefing session will be arranged. The aim of this session will be to provide further information on the proposed strategy and an opportunity for those attending to learn more about ultra-low emission vehicles & the associated technology.
- 5.3 Following the consultation exercise, a further report will be considered by Committee requesting the approval of a proposed strategy.

Other options

- 6.1 None recommended.

Financial and value for money issues

- 7.1 None arising from the report.

Legal implications

- 8.1 Changes to policy need to be approved by the appropriate body set out in the Council's constitution. Before any changes are made, an appropriate consultation exercise should take place. The Council may take in to account any relevant comments it receives as part of the consultation exercise.

Other significant implications

- 9.1 None.

This report has been approved by the following people:

| Role | Name | Date of sign-off |
|----------------------------|------------------|-------------------------|
| Legal | Lucie Keeler | 08/01/19 |
| Finance | - | |
| Service Director(s) | - | |
| Report sponsor | Richard Antcliff | 07/01/19 |
| Other(s) | - | |