

Proposals for Greater Manchester Taxi and Private Hire Minimum Licensing Standards

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Why have we proposed minimum standards?



Promoting public safety and visibility of the fleet



Guaranteeing a high standard of drivers in GM



Supporting air quality improvements



Accessibility improvements

Why have we proposed minimum standards?

- Millions of trips are made in taxis and private hire vehicles in Greater Manchester each year.
- There are around 2,000 taxis and 14,000 private hire vehicles licensed by the ten Greater Manchester authorities.
- Concerns from trade, public and regulators about out of town licensed vehicles working across GM.
- Inconsistent licensing standards across the 10 Local Authorities

Why have we proposed minimum standards?

- We want to achieve a trade that is fit for purpose for the 21st century
- A trade that contributes to the GM vision for an improved integrated transport system
- Older licensed vehicles are contributing to the poor air quality across Greater Manchester

Why have we proposed minimum standards?

- Air pollution can seriously damage our health
- The Clean Air proposals aim to introduce a Greater Manchester Clean Air Zone from 2021.
- The most polluting taxis and private hire vehicles would pay a daily penalty to drive in.



Why have we proposed minimum standards?

Who would have to pay in a Clean Air Zone?

Vehicle	Vehicles licensed in 2018 that are not compliant	Estimated % of vehicles that would not be compliant in 2021
Taxi	85%	69%
Private hire vehicle	62%	36%

The proposed minimum standards support the Clean Air proposals.

The proposed standards: licensed vehicles

Vehicle emissions	Vehicle ages	Vehicle colour
Vehicle livery	Vehicle testing	CCTV (Cameras in taxi and PHVs)
Executive Hire	Vehicle design and licensing requirements	Vehicle conditions of licence

The proposed standards: licensed vehicles

Vehicles first licensed must be under 5 years from date of manufacture

Vehicles licensed until 10 years from date of manufacture

Petrol engines to be Euro 4 (2005 onwards)

Diesel engines to be Euro 6 (2015 onwards)

Wheelchair accessible taxi fleet

Transition to be managed locally

A move towards zero emission fleet to support the GM Environment Plan

The proposed standards: licensed vehicles

Vehicle with bonnet sticker



The proposed standards: licensed vehicles

Vehicle with door and bonnet sticker



The proposed standards: licensed vehicles

Hackney carriage



The proposed standards: licensed vehicles

Bonnet sticker



The proposed standards: licensed vehicles

Door sign



The proposed standards: licensed drivers



CRIMINAL
RECORDS
CHECKS



MEDICAL
EXAMINATIONS



LOCAL
KNOWLEDGE
TEST



ENGLISH
LANGUAGE
ASSESSMENT



DRIVER
TRAINING



DRIVING
PROFICIENCY



FIT AND
PROPER
CRITERIA



CONDITIONS
FOR LICENCES

The proposed standards: licensed operators

Common licence conditions

Conditions to include operators adopting policies

Fit and proper criteria for operators

Criminal records checks for operators and their staff

The proposed standards: local authority standards



APPLICATION
SUBMISSION



ISSUE OF
LICENCES



ENFORCEMENT
CONCORDAT
ACROSS GM



FRAMEWORK
FOR LICENSING
FEES



MEMBER
TRAINING



DELEGATIONS
FOR EMERGENCY
MEASURES



EXCELLENCE IN
LICENSING
AWARD

Questions ?