



Licensing Committee

Mon 8 Dec
2025
7.00 pm

Oakenshaw Community
Centre, Castleditch
Lane, B98 7YB

 **Redditch**
Borough Council
Working together for our communities

If you have any queries on this Agenda please contact

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GUIDANCE ON FACE-TO-FACE MEETINGS

Please note that this is a public meeting and is open to the public to attend.

If you have any questions regarding the agenda or attached papers, please do not hesitate to contact the officer named above.

PUBLIC SPEAKING

The total maximum time permitted for public speaking is 15 minutes and the time limit for individual speakers is 3 minutes.

Only those members of the public who have registered to speak in advance of the meeting will be permitted to do so.

To register to speak you must contact Democratic Services by phone on 01527 64252 ext 3304, or email gavin.day@bromsgroveandredditch.gov.uk before 12 noon on Thursday 4th December 2025.

When registering to speak you must give your name and contact telephone number and indicate which agenda item you wish to speak about, and whether you are in support of or opposed to the officer recommendation.

Notes:

Although this is a public meeting, there are circumstances when Council might have to move into closed session to consider exempt or confidential information. For agenda items that are exempt, the public and press are excluded.

Licensing

Monday, 8th December, 2025

7.00 pm

Oakenshaw Community Centre

Agenda

Membership:

Cllrs:	David Munro (Chair)	Andrew Fry
	Sachin Mathur (Vice-Chair)	Sid Khan
	Juliet Barker Smith	Gary Slim
	Juma Begum	Jen Snape
	Brandon Clayton	Paul Wren
	Matthew Dormer	

1. Apologies

2. Declarations of Interest

To invite Councillors to declare any Disclosable Pecuniary Interests and / or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.

3. Public Speaking

4. Delegation of Hackney Carriage and Private Hire Vehicles outside of policy due to Age. Responses received to the 6 week consultation. (Pages 5 - 18)

5. Update on the work at Crossgates.

Verbal update.

6. Work Programme (Pages 19 - 20)

7. Exclusion of the Public and Press

In the opinion of the Chief Executive, the meeting will not be, or is unlikely to be open to the Public at the time the following items of business are considered for the reasons stated. The Committee will be asked to pass the following resolution:

“that under S.100 I of the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) Order 2006, the public be excluded from the meeting for the following item(s) of business on the grounds that it/they involve(s) the likely disclosure of exempt information as defined in the following paragraphs of Part 1 of Schedule 12 (A) of the said Act, as amended:

- Paragraph 1 – Any Individuals
- Paragraph 2 – Identity of Individuals
- Paragraph 3 – Financial or Business Affairs

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- **Paragraph 7 – The Prosecution of a Crime.”**

8. Minutes (Pages 21 - 28)

9. Officer Update(s) - Enforcement and Appeal Matters

(In view of the fact that information may be revealed in relation to individuals, the identities and financial or business affairs of those individuals and the prosecution of crimes, any reports will be confidential and circulated to Members and relevant Officers only.)

10. Urgent Business

To consider any Urgent Reports, details of which have been notified to the Assistant Director of Legal, Democratic and Procurement Services prior to the commencement of the meeting and which the Chair, by reason of special circumstances, considers to be of so urgent a nature that it cannot wait until the next meeting.

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Relevant Portfolio Holder		Councillor Monica Stringfellow
Portfolio Holder Consulted		No
Relevant Assistant Director		Simon Wilkes – Director of Worcestershire Regulatory Services
Kiran Lahel	Job Title: Licensing and Support Services Manager Contact email: kiran.lahel@worcestershire.gov.uk Contact Tel: 01562 738067	
Wards Affected		All
Ward Councillor(s) consulted		No
Relevant Council Priority		Keep my place safe and looking good
Non-Key Decision		
If you have any questions about this report, please contact the report author in advance of the meeting.		
This report contains exempt information as defined in Paragraph(s) of Part I of Schedule 12A to the Local Government Act 1972, as amended		

1. RECOMMENDATIONS

That Members RESOLVE whether they wish to proceed with the actions required to permanently delegate authority to officers to determine applications for licences to use vehicles as hackney carriages or private hire vehicles where the vehicle does not meet the Council's required criteria in respect of the age of the vehicle.

2. BACKGROUND

- 2.1 On the 7th March 2024 the Constitutional Review Working Party (CRWP) made a recommendation to Council that, for a trial 12 month period officers had delegated authority to determine hackney carriage and private hire vehicle applications that fell outside of the Council's age criteria policy.
- 2.2 On 20th May 2024 Council resolved that the delegation was given to officers for a 12 month period as recommended by the CRWP. The trial period of the delegation ended on the 31st July 2025.
- 2.3 At a meeting on July 14th 2025 this Committee considered and approved the undertaking of a six week consultation with relevant stakeholders to determine whether to make this delegation permanent.

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3. KEY ISSUES

- 3.1 This report seeks to update Members on the outcome of the consultation which would change the current policy to as shown below:

Where a vehicle does not meet councils criteria on age, the application will be determined by authorised officers under powers delegated to them by the Council.

In this case the application will be determined jointly by a Licensing Officer and a qualified Taxi Engineer.

- 3.2 On the 14th July 2025, the Licensing Committee considered a report inviting them to consider whether to direct officers to carry out consultation on delegating authority to determine this type of application to officers.
- 3.3 After some debate as to the advantages and disadvantages of such an approach, Members resolved that consultation should be carried out on permanently delegating authority to Officers to determine applications for licences to use vehicles as hackney carriages or private hire vehicles where the vehicle had not met the Council's required criteria in respect of the age of the vehicle.
- 3.4 This consultation was conducted between 6th October 2025 and 17th November 2025. The consultation was undertaken using an online survey tool in part so that people completing the survey would be able to use freely available online translation tools to translate the questions being asked into any language of their choosing.
- 3.5 A link to the online survey was sent to all licence holders and also to the Redditch Taxi Association. It was also sent to all Redditch Borough Councillors and other relevant stakeholders including but not limited to:
- Relevant national trade bodies
 - Worcestershire County Council
 - West Mercia Police
 - The Community Safety Team
 - Relevant managers and staff at Crossgates Depot, Redditch
- 3.6 The consultation asked respondents to answer the following question:

Who do you think should be responsible for deciding whether or not to renew a licence to use a vehicle taxi or private hire vehicle, where that vehicle exceeds the maximum age limit set out in the Council's policy?

Councillors (on a Licensing Sub-Committee) or Licensing Officers

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- 3.7 In total, 47 people answered the main consultation question. The responses received were as follows:

	No. of responses	%
Councillors (on a Licensing Sub-Committee)	12	25.53
Licensing Officers	35	74.47

- 3.8 Respondents were also asked to explain and provide any reasons for their answer, and these are set out in **Appendix 1**. A total of 34 respondents provided their reasons for giving the answer that they did.
- 3.9 A further question was asked at the end of the survey to enable respondents to provide any extra comments. A total of 30 respondents provided further information. These comments are set out in **Appendix 2**.
- 3.10 Finally the respondents were also asked to identify what capacity they were responding to the consultation in. The breakdown of all of the responses received to this question was:

Licensed Taxi / Private Hire Driver	39	82.98%
Licensed Private Hire Operator	9	19.15%
Councillor	2	4.26%
Member of the Public	4	8.51%
Other	0	0%

- 3.11 If the Council ultimately decided to delegate decision making on these applications to officers, the process would remain identical to that of the

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12 month trial. The inspection by officers would take place at Crossgates Depot at the same time that the vehicle is subject to its mechanical safety check and checked by both the licensing officer and a taxi engineer.

- 3.12 Since the Licensing Committee meeting on 14th July 2025, this proposal has been discussed further with relevant members of the team at Crossgates Depot who have confirmed that they are happy for this to continue and have found the process has improved relationships with the trade.
- 3.13 Members are now asked to consider the responses received during this consultation exercise and decide whether they wish officers to proceed with the actions that would be required to delegate authority to officers to determine applications for licences to use vehicles as hackney carriages or private hire vehicles where the vehicle does not meet the Council's required criteria in respect of the age of the vehicle.
- 3.14 Initially this would involve making a recommendation to the Council's Constitutional Working Group for consideration.
- 3.15 If such a recommendation were to be made and ultimately followed, the Council would also need to amend the wording in part 3.12 of its Hackney Carriage and Private Hire Vehicle Licensing Policy to make clear that any applications for licences to use vehicles as hackney carriages or private hire vehicles where the vehicle does not meet the Council's required criteria in respect of the age of the vehicle, will be determined by officers under delegated authority rather than by a Licensing Sub-Committee.

4. FINANCIAL IMPLICATIONS

- 4.1 The costs of carrying out the consultation exercise were met from existing budgets held by Worcestershire Regulatory Services.

5. LEGAL IMPLICATIONS

- 5.1 Any proposed changes to the scheme of delegations will need to be approved by the Constitutional Review Working Party and recommended to Council.
- 5.2 Carrying out consultation on any proposals to amend the Council's policies has minimised the risk of a successful legal challenge if the proposals are subsequently implemented.

6. OTHER - IMPLICATIONS

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Local Government Reorganisation

- 6.1 Any policy change will not have any impact on Local Government Reorganisation.

Relevant Council Priority

- 6.2 Any policy change would consider the Council's key priorities and ensure that changes are aligned with current Council policies to ensure the travelling public are safe.

Climate Change Implications

- 6.3 No implications.

Equalities and Diversity Implications

- 6.4 A initial screening equality impact assessment will be carried out. If this provides any reason to carry out a Full equality impact assessment the team will do this as part of the consultation process.

7. RISK MANAGEMENT

- 7.1 Proper consultation on any proposals to amend the Council's policies minimises the risk of legal challenge if the proposals are subsequently implemented.

8. APPENDICES and BACKGROUND PAPERS

Appendix 1: Comments from Respondents
Appendix 2: General Comments

9. REPORT SIGN OFF

Department	Name and Job Title	Date
Portfolio Holder	Please record the name of the relevant Portfolio Holder who has signed off the report here.	Please give the date they signed off the report here.
Lead Director / Assistant Director	Please record the name of the relevant lead Director /	Please give the date they

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	Assistant Director who has signed off the report here.	signed off the report here.
Financial Services	Please record the name of the relevant Officer in Financial Services who has signed off the report here.	Please give the date they signed off the report here.
Legal Services	Please record the name of the relevant Officer in Legal Services who has signed off the report here.	Please give the date they signed off the report here.
Policy Team (if equalities implications apply)	If applicable, please record the name of the relevant Officer in the Policy team who has signed off the report here.	If applicable, please give the date they signed off the report here.
Climate Change Team (if climate change implications apply)	If applicable, please record the name of the relevant Officer in the Climate Change team who has signed off the report here.	If applicable, please give the date they signed off the report here.

Appendix 1 – Respondent Comments

1	It makes sense
2	I would like to advise you on something that you maybe not aware of taxi drivers are illegally tampering with the odometer every time it is due an MOT and reversing the meter to let the taxi stay in for longer this is a big issue and needs to be looked at. This is being done at a garage in birmingham.
3	Getting a decision on vehicle licence is much quicker and less bureaucratic when dealt with by licensing officers, as it doesn't need to go to a committee meeting, which are only held once a month or less. Also it must be really expensive for Council's to hold committee meetings, to determine what in reality are fairly straight forward matters.
4	It need lots of people to check vehicle
5	The licensing officers are surely professional and experienced enough to be trusted to make such decisions on their own merit. If allowed this would reduce time, bureaucracy and cost which in a public service surely is a good thing.
6	I think it is easier more efficient and best way of deciding. The engineer's can advise the officers upon the safety of the vehicle and the officers can visibly see the vehicle. This would be a much quicker and faster way - so there is no need for meetings
7	These are the Licensing officers and as such should have the authority to say yes or no. They also have a better knowledge of the people applying for extensions.
8	It could potentially save a lot of time and be efficient. Licensing Officers have the knowledge to pass or fail vehicles in accordance to the Councils requirements.
9	They run the department not the councillors so that should be there job.
10	As licensing officers are more familiar with these cars and drivers over the years its more convenient for for everyone
11	I have been through the process of both licensing officers and commitee councillors. The councillors had no clue about the cars which they were inspecting and didplayed hardley any intrest in review whilst in commitee, the licensing officers engage with the driver first hand whilst inspection of the vehicle is happening live infront of you. I would 100% be happy with an licensing officer to review

12	I believe the most important factor in whether a vehicle exceeding the maximum age limit, should be licensed is based completely on it's condition and roadworthiness. This decision therefore should lie in the hands of those that inspect vehicles and know what they're talking about.
13	We as a trade in the last 12 months have found the decision by the licencing officer is saving time for the drivers and seen no delays in getting new plates once the decision is made. Before this the drivers were waiting a lot longer to get a committee date, thus leading to drivers not being able to work due to getting the dates on time for new plates to be issued. As councillors are aware a driver cannot take work if the vehicle is not licenced and most insurance companies will not insure a vehicle that does not have a valid licence. It also saves time for licencing officers in preparing reports for the committee. With already stressed resources, they can inspect the vehicle at crossgate road alongside the vehicle inspector and ultimately get a licenced issued. I believe that the officer and vehicle inspector have what it takes to see if the vehicle being presented is to what is required.
14	I would like licensing officer and also the testing engineer (mot & safety tester) and at least a member of sub-committee It in not fair just only a licensing officer to make this imported decision ..
15	I believe decisions should remain with councillors on a Licensing Sub-Committee. Licensing Officers are not trained engineers and cannot properly assess the technical safety of vehicles. At the initial application stage, a vehicle already undergoes an MOT and a full depot inspection by qualified engineers, with certificates provided. Requiring drivers to make another journey to the depot so an officer can check the vehicle again creates unnecessary hassle, extra costs, and wasted time. In the current cost-of-living climate, every minute matters. If any delegation were to be considered, it should only ever be to a qualified professional engineer, not an administrative officer.
16	licensing officers have knowledge of the vehicle mechanically, whereas the councillors dont.
17	Hi it should be checked by cross gate mot testing and he should say if u can be can't plate it
18	experience allows consistency of approach safety fairness
19	It seems sensible to me, as someone who has previously been on the Licensing Committee dealing with this matter, that this change to officers making decisions on the age criteria will be beneficial to both RBC and our taxi drivers, in terms of time and cost.
20	Crossgates better service

21	Licensing officers, eg Simon at crossgate house as he is the vehicle examiner so would make most logical sense.
22	Licensing officers have more understanding of the taxis. They see the vehicles through out the year and have a better understand of how the vehicles are maintained.
23	Because they have more knowledge and awareness of taxi standards. But I would urge that there should be a jury type some people who understand the other circumstances. Like a taxi operator living difficulties and buying power for new car. So should be check and balance on officers and fair decision being made. Thank you.
24	The safety of the vehicle is determined by the Vosa/MOT tester and is more practical to have a licensing officer to check and confirm that the vehicle meets the requirements of Redditch Council. The safety of vehicles is all important and should be the responsibility of licensing team, for extentions on licensed vehicles. Thank you
25	It's just makes it easier and done on the same day as the test and dosen waste several councillors and admin of there time and money.
26	They know and understand the taxi system better than councillors.
27	The car is checked thoroughly & they're already familiar with the driver and the car itself as its seen by them twice a year
28	Licensing officers have a better understanding of the vehicles that are put forward for the maximum age policy. The officers see the vehicles more often when out on inspections. Have access to the crossgate test centre.
29	To avoid any bias or favouritism in that the councillor would not have any prior knowledge of the driver or car
30	The licensing Officers at the depot are all trained mechanics, they have know the cars income cases a number of years and are respected by many drivers for there thorough safety tests and judgement.
31	Make it easier for drivers to explain their cases. Young Drivers like me can't afford new cars so would make it easier for us to give our cases.
32	This will be a fair decision we're not relying on one individual opinion
33	It will be convenient for the licensing officer and the drivers.
34	The councillors should decode as their decision will be completely unbiased. Day to day dealing with licencing officers can often lead to a persona or assumption of one's application whereas councillors will be inclined to base their decision on merit and evidence presented.

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Appendix 2 – General Comments

1	Hopefully, it would speed up the process of getting licenses and plates
2	Yea taxi drivers reverse the mileage on there vehicles every time an MOT is due and the council have no way to check it. Taxi drivers do 50000 miles a year and reverse it to 20000. A vehicle which should not be running as a taxi continues to get licensed due to low mileage which actually is not. Taxi drivers are also not reporting there written of cars to DVLA and are using CAT S Cars as taxi. This is something that needs to be looked in to. This is dangerous for customers.
3	No
4	No
5	No thanks.
6	<p>I think the council should consider scrapping the age policy in the County completely like most other councils in the UK - that way you will have better cars that's are affordable and efficient for drivers as well as the public.</p> <p>You would rather have a more spacious bigger older car than a small less than 6 year old car.</p> <p>There are already two safety tests which are sufficient- and reality wise older cars were built to last with more reliability and safety.</p>
7	<p>Yeah go back to 1 test per year like all other councils.</p> <p>Also can you issue uber with a Redditch operators licence as incomes going down.</p>
8	N/a
9	It should be the MOT inspector opinion if the car is fit to be a private hire or hackney carriage he is the only person qualified for this

10	Yes, the age limit for a car should be upto 12 years like Uber, and Redditch plated private hire drivers should be allowed to drive for uber/bolt etc.
11	No councillors please they ate a waste of time and have no idea.
12	I understand the Council wanting to maintain a certain level of vehicle stature but I think new applications age limits should be increased to allow for older vehicles in great condition to be licensed. Also, the annual cost of a vehicle licence needs looking at asap!! There were recent price hikes and none of us stakeholders were even notified, and the annual cost now is over £130 more per year than it is for Wolverhampton. RBC seriously risk losing a large majority to Wolverhampton if this isn't looked at.
13	Councillors can continue with other issues in the borough and use their time more productively in resolving these issues.
14	I think it should be an engineer who test the vehicle for MOT & safety test for taxis this person is qualified and he /she know the and have the background of the vehicles .
15	<p>The current system already ensures safety and compliance through MOT testing and full inspections by qualified depot engineers. Adding an additional step for Licensing Officers, who are not engineers, creates duplication and inconvenience without adding real value.</p> <p>Drivers are already under pressure with the rising cost of living, and unnecessary extra journeys waste both time and money. Any future system should focus on efficiency and fairness, while recognising that technical assessments must remain in the hands of trained professionals, not administrative staff.</p>
16	No
17	No
18	I am happy to do crossgate
19	N/A

20	Licensing officers are more readily available
21	Council should work on operators safety and security and take some steps so operators can make reasonable earnings and treated fairly by users.
22	No
23	<p>When we visited the crossgate depot with the licencing officers there it was more easy to access and went alot more smoothly.</p> <p>Was a lot less time consuming.</p>
24	No
25	No
26	It takes too long to renew licenses and plates two months I have to wait
27	With the way taxis are going and the struggles drivers are facing, new cars being put in should be a bit more reasonable like 10 years old. It's too hard to afford a car like that nowadays.
28	No
29	No
30	The input of the MOT tester is crucial to the decision

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LICENSING COMMITTEE**8th December 2025****LICENSING COMMITTEE WORK PROGRAMME 2025/26****8th December 2025**

- Delegation of Hackney Carriage and Private Hire Vehicles outside of policy due to Age. Responses received to the 6 week consultation
- Update on the work at Crossgates.

8th March 2026

- Review of the Taxi Licencing Policy

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Licensing Committee

Monday, 6th October, 2025

MINUTES

Present:

Councillor David Munro (Chair), Councillor Sachin Mathur (Vice-Chair) and Councillors Juliet Barker Smith, Juma Begum, Brandon Clayton, Andrew Fry, Sid Khan, Gary Slim, Jen Snape and Paul Wren

Officers:

Kiran Lahel and Vanessa Brown

Democratic Services Officers:

Gavin Day

1. APOLOGIES

Apologies for absence were given for Councillor Matt Dormer.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES

The minutes of the Licensing Committee of 14th July 2025 were presented to Members.

RESOLVED that

The minutes of the Licensing Committee held on 14th July 2025 were approved as a true and accurate record and signed by the Chair.

4. PUBLIC SPEAKING

There was no public speaking.

Chair

Licensing Committee

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5. COMPLIANCE TESTING FOR HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES - VIABILITY OF APPROVING ALTERNATIVE TESTING STATIONS

The Licencing and Support Services Manager, Worcestershire Regulatory Services (WRS), presented the report to Members. The purpose of the report was for Members to decide the next course of action in regard to Hackney Carriage and Private Hire Vehicle Testing at the Crossgate depot.

The report gave Members two recommendations:

- I. Note the contents of the report and make no changes to the current policy on vehicle compliance and safety inspections. Inspections will continue to be undertaken by Crossgates Depot as currently provided.
- II. Consider and approve a six-week consultation period with relevant stakeholders to consider outsourcing compliance and safety inspections for Hackney carriage and private hire vehicles.

Officers highlighted the history of the subject detailed in the report which was first raised by Members in 2023 following concerns raised by the taxi trade regarding vehicle testing slot availability. Following a number of reports made to Members the following had been implemented by Officers.

- The removal of the retest fee if undertaken within 10 working days. With a half price fee after 10 working days.
- Testing slots had been reviewed, and one of the slots reserved for retesting only had been reclassified to be available for a full safety inspection test. This was due to the retesting slots often going unused.
- Face to face visits had been organised by Members to view the depot and speak to the Taxi Engineers.

Officers detailed that prior to 2011, Redditch permitted two garages to perform safety inspections, however, following serious concerns raised as to the quality of the inspections, the Licencing Committee took the decision to move the safety vehicle inspections to be performed at the council owned facility at Crossgates depot. It was further detailed that Wyre Forest and Bromsgrove also performed their inspections at a Council owned/operated facility. Malvern and Worcester City performed inspections at a few approved garages. Wychavon allowed a recent MOT to serve as the safety inspection, however, they were undertaking a consultation to procure a number of garaged to undertake the inspections in the future.

Having their own garage permitted licencing officers' easier access to facilitate enforcement evenings as they were able to direct vehicles to go to the garage for an immediate inspection. Officers

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further commented that the engineers also had good up to date working knowledge of the Councils' licencing Policy which would not likely be replicated at an external garage. Additionally, no complaints regarding testing slot availability had been made to directly to Officers at the garage or through WRS.

Following questions from Members, Officers clarified that it was the safety vehicle inspection which was being considered and that a Driver was free to have their MOT performed at any garage, however, as the safety inspection already encompassed all the MOT criteria (with additional items), the engineers usually performed the safety inspection and MOT at the same time.

Members were very supportive of the work that Crossgates depot performed and noted that they were very impressed with the work of the engineers, and their knowledge of the taxi licencing policy exhibited during Member visits to the depot. Simon's work in particular was noted, as he had performed a large proportion of the reports that went before Members at the Licencing Sub-Committee meetings.

Members were strongly in support of the work the depot was undertaking, some expressed a concern that if it was outsourced it could impact the safety of the traveling public. Although Members were generally content with the work being done, they also expressed a desire for the Taxi Trade to be consulted before a decision was made.

Following discussion with Members, Officers suggested that they could seek feedback from the trade via a questionnaire. Members supported this but requested that the capability be explored for drivers to send their feedback anonymously to WRS. Members were also informed that they would be able to revisit the matter at a future meeting if it was deemed necessary.

Officers clarified the next steps if Members decided to go with option II in that there would be a 6-week consultation period, after which the results would come back before Members to decide if it would go to procurement. Officers further clarified that the consultation would be to identify if there was a desire for garages to undertake the work and therefore, if there was no interest the matter could not go out to procurement. If it was decided to go to procurement, the service would be outsourced based on a specification which would need to be satisfied by the service provider. Once the specification was decided and a supplier(s) had been identified it could not be amended and the Council would lose control of the cost and its implementation.

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After thorough debate, both recommendations were proposed and seconded by Members and were considered in full. On being put to the vote it was:

RESOLVED that

Members noted the contents of the report and made no changes to the current policy on vehicle compliance and safety inspections, nor the current supplier.

6. DEREGULATION ACT 2015

The Licencing and Support Services Manager, Worcestershire Regulatory Services (WRS), presented the report to Members. The purpose of the report was to inform Members of the Deregulation act 2015 and the limitations it imposed.

Officers detailed that the Act permitted a Private Hire Vehicle Licence holder to obtain their licence from any suitable licencing Authority and operate anywhere in the Country. The only exception under the Act was the Greater London area which was maintained by Transport for London (TFL).

The Act opened up the possibility for authorities to obtain a much greater number of licence holders that was previously feasible. Due to initial investments by some authorities to automate their systems and presenting an attractive environment for Private Hire Licence Holders, some authorities such as Wolverhampton City Council were able to attract a greater number of drivers. The larger number of drivers further reduced the licencing fees for drivers due to economies of scale.

Officers clarified that for a Hackney Carriage licence it was still necessary to apply with the authority where they wished to operate, however, with the increase in smartphone prevalence, there had been a large reduction in the use of the traditional taxi rank, as the general public were able to book a nearby Taxi on apps such as Uber further exacerbating the problem.

The difficulties for enforcement were detailed in that a Licencing Officer was not able to stop a vehicle licenced by another authority. Therefore, there was a reliance on enforcement teams employed by the licenced authority to undertake the necessary work. Additionally, it was not legally possible under the Act to limit competition or the operation of vehicles licenced elsewhere.

Officers commented that the number of drivers licenced by Redditch Borough Council had remained consistent over the past few years and that there was some work by the Comms team to

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promote driving for Redditch Borough Council. Officers further clarified that there was a white paper which was being drafted which may potentially look at a similar system to TFL, however there no details had been released.

Members thanked Officers for the information, and the report was noted.

7. WORK PROGRAMME

Following the recent vehicles brought before the Licencing Taxi Sub-Committee, Members noted that the durability of vehicles was much better than it was 20 years ago. Therefore, Members asked that a review of the Taxi Licencing Policy be added onto the work programme to determine if any changes were required.

After comments from Members, the following details were suggested to be included in the report.

- Stats on the age of the fleet
- How may vehicles ware outside of policy
- The types of the vehicles on the fleet (electric/petrol etc)
- Details on criteria for both new vehicles and renewals

8. EXCLUSION OF THE PUBLIC AND PRESS

RESOLVED that

Under S100 A (4) of the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) Order 2006, the public were excluded on the grounds of the disclosure of exempt information as defined in paragraphs 1, 2, 3 and 7 of Part 1 of Schedule 12 of the said act, as amended.

9. OFFICER UPDATE(S) - ENFORCEMENT AND APPEAL MATTERS

Restricted minutes.

The Meeting commenced at 7.00 pm
and closed at 8.50 pm

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By virtue of paragraph(s) 1, 2, 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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