

**NOTICE OF MOTION  
LABOUR AND CO-OPERATIVE GROUP AND GREEN GROUP**

**TAXI AND PRIVATE HIRE VEHICLE (PHV) LICENSING**

This council resolves to:

- i) Inform the LGA of our support for their call for a 'Taxi and Private Hire Vehicle Licensing Reform Bill' to replace outdated deregulation legislation, in order to modernise the licensing system for taxis and PHVs, to the benefit of both passengers and the trade itself.
- ii) Request the Chief Executive to write to the Secretary of State for Transport, requesting the introduction of a 'Taxi and Private Hire Vehicle Licensing Reform Bill' in order to legislate that:
  - All taxi and private hire journeys should either start or end in the area for which the vehicle, driver and operator are licensed.
  - Councils can take appropriate enforcement action against any driver operating in their area, irrespective of where they are licensed.
  - National minimum standards to be introduced for taxis and PHVs, to align licensing and safety standards across the country, while retaining local flexibility for councils.

Proposed by: Cllr O'Quinn

Seconded by: Cllr Deane

#### Supporting information

This Council notes that, since the Deregulation Act 2015, licensed taxi drivers and Private Hire Vehicles (PHVs) can operate anywhere in the country, irrespective of their issuing authority.

The Local Government Association has stated that new legislation should look at measures to ensure drivers work in the area where they are licensed  
<http://bit.ly/2iql8CH>.

This Council further also notes the problems the current outdated legislation creates for this licensing authority in maintaining the high standards of the Brighton and Hove 'Blue Book' on PHVs.

Brighton and Hove City Council's Blue Book is recognised throughout the trade as being of a particularly high standard, and is a recognised exemplar amongst licensing authorities.

Taxi drivers operating outside of the city's licensing authority but within the parameters of the city are not bound by these high standards, leading to unfair competition rather than a 'level playing field'.

There is therefore a need for national minimum standards to be introduced for taxis and PHVs alongside other reforms required.

