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Email William.Stevenson@lichfielddc.gov.uk



**District Council House, Frog Lane
Lichfield, Staffordshire WS13 6YU**

Customer Services 01543 308000
Direct Line 01543 308199

Wednesday, 21 July 2021

Dear Sir/Madam

REGULATORY AND LICENSING COMMITTEE

A meeting of the Regulatory and Licensing Committee has been arranged to take place **THURSDAY, 29TH JULY, 2021 at 6.00 PM IN THE COUNCIL CHAMBER** District Council House, Lichfield to consider the following business.

Access to the Council Chamber is via the Members' Entrance.

In light of the current Covid-19 pandemic and government advice on social distancing, whilst this meeting will be held at the District Council Offices, a limited number of people can attend the meeting therefore it will be live streamed on the Council's [YouTube channel](#) for all members of the public to view. Only pre-agreed participants will be able to attend the meeting in addition to all the Members of the Committee and relevant Officers.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Christie Tims'.

Christie Tims
Head of Governance and Performance

To: Members of Regulatory and Licensing Committee

Councillors B Yeates (Chairman), Checkland (Vice-Chair), Anketell, Baker, Barnett, Cross, Eagland, L Ennis, Evans, A Little, Ray, Salter and Warfield



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AGENDA

- | | | |
|----|--|---------|
| 1. | Apologies for Absence | |
| 2. | Declarations of Interest | |
| 3. | Minutes of the Previous Meeting | 3 - 6 |
| 4. | Work Programme | 7 - 8 |
| 5. | Proposed Diversion of Part of Public Footpath - Fradley and Streethay No 10 (part) in the Parish of Fradley and Streethay | 9 - 14 |
| 6. | Business & Planning Act 2020 EXTENSION | 15 - 18 |
| 7. | Taxi Licensing Conditions | 19 - 22 |



REGULATORY AND LICENSING COMMITTEE

25 FEBRUARY 2021

PRESENT:

Councillors B Yeates (Chairman), Anketell, Binney, Eagland, D Ennis, L Ennis, Evans, Leytham, Salter, Spruce and Warfield

11 APOLOGIES FOR ABSENCE

Apologies were received from Cllr James Parton Hughes.

12 DECLARATIONS OF INTEREST

There were no declarations of interest received.

13 MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting held 28 September 2020 were approved.

14 WORK PROGRAMME

It was noted that this meeting was the last of the municipal year.

15 BUSINESS AND PLANNING ACT 2020 UPDATE ON PAVEMENT LICENCES

The Committee received an update on the Business and Planning Act 2020 in respect of Pavement Licences. It was reported that since July 2020, 12 licences had been granted and were valid until 30 September 2021. However, due to the current restrictions the premises are unable to make use of the permission at the time of writing this report. The committee were advised that the use of the licences may be resumed from 12 April onwards but this date was subject to change as part of the government's roadmap. It was noted the £100 application fee had been waived for these licences.

The committee were advised that 11 premises had been found to be compliant with the national and standard conditions; 1 premise had used an article that was not authorised by the pavement licence and an application had been resubmitted to address this issue and objections had been received and the application was therefore refused. This premise would be monitored once the permissions can be used to ensure compliance.

Committee questions included the use of facemasks outside and if the outside areas would be no smoking areas. It had been agreed to have a condition that they would be no smoking areas, so, again this would be monitored when the business' open and government guidance given.

RESOLVED: That members note the implementation of the Business and Planning Act 2020 regarding pavement licences.

16 REVIEW OF HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY

The Committee received a report (including appendices) on the feedback of the outcome of the consultation for the Review of the Hackney Carriage and Private Hire Licensing Policy that was approved 2019 and a review had been due in 2020.

Due to the coronavirus pandemic and the impact on the taxi trade, it was felt that this should be delayed further. In July 2020 the Department for Transport released the Statutory Taxi and Private Hire Vehicle Standards and the document sets out a framework of policies that licensing authorities must have regard to when exercising their functions. It was therefore considered that the review of the existing policy needed to be undertaken to consider these Standards. Therefore on 4th December 2020 consultation commenced to statutory bodies and taxi drivers and concluded on 29th January 2021.

Members discussed the contents of the report and appendices showing the changes proposed. The majority of the changes were due to the statutory standards and also some clarification of wording contained within the policy.

During discussions it was asked if electric or non-polluting taxis and private hire cars would be encouraged. It was confirmed that from April 2022 new and renewal taxi and hackney applications would be required to meet the standards of having a non-polluting car engine as it is desirable to improve air quality, however, the infrastructure of having 5 charging points in Lichfield would need to be reviewed and increased to allow more taxis to have access to charging points.

The committee was advised that throughout the pandemic, communication had been maintained with all Taxi drivers and regular emails had been sent directing them to the Council's website for up to date guidance and the Government updated.

RESOLVED: That Members approve and adopt the revised Hackney Carriage and Private Hire Licensing Policy.

17 THE FEASIBILITY OF USING PARKS STAFF FOR ENVIROCRIME FIXED PENALTY ENFORCEMENT

Members received a report into the feasibility of park staff undertaking fixed penalty enforcement duties. After consultation with the Parks Manager and Human Resources team, the feasibility of such an approach had been considered and the findings recommended that this approach was not considered the most appropriate use of resources at the current time.

The report detailed that Powers under the Environmental Protection Act 1990 (as amended) allowing the serving of fixed penalty notices for litter, waste and various other offences. Powers are also available under the Anti-Social Behaviour, Crime and Policing Act 2014 in relation to offences relating to dog control, including fouling, for which fixed penalty notices can be served.

Summarising the report, time spent carrying out enforcement work for the Rangers is time taken away from their normal duties and this may create capacity issues. Also, it was noted that the Park Staff only work in parks, so they can only see the minority of potential offences which take place across the whole district.

The Committee were informed that the use of intelligence cards regarding dog fouling on the streets had resulted in prompting dog owners to consider their actions more, and the consultation period on the new Dog Control Public Spaces Protection Order ends early March 2021.

Concerns from the Members raised that the tasks were out of the Park Ranger's current job description scope and a significant amount of training in enforcement work would be required, resulting in an increase in pay also.

Members raised problems as to potential health risks and said this needed to be addressed again, therefore, it was agreed that a task group should be formed to discuss the issues and objectives found to achieve suitable solutions. Within the task group subjects to be considered should be, increase in staff resources, the use of bags available on the side of dog waste bins and to consider the feasibility use of agency staff for enforcement duties.

RESOLVED: That the information now provided be noted and that the use of parks staff to issue environmental crime fixed penalty notices is not recommended to the relevant Cabinet Member at the current time for the reasons set out in the report.

(The Meeting closed at 7.12 pm)

CHAIRMAN

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**REGULATORY AND LICENSING COMMITTEE
WORK PROGRAMME FOR 2021-2022**

Item	29 July 2021	27 Sept 2021	24 Feb 2022	31 May 2022	Purpose of the Report	Lead
Footpath Diversion	✓				To consider an application received from Leavesley Group for the diversion of public footpath Fradley and Streethay No 10 (part) in the Parish of Fradley and Streethay.	LB
Taxi Licensing Conditions	✓				This report asks the Committee to consider the need to consult on the installation of CCTV in vehicles / the consideration of a temporary one year vehicle extension / suggests consideration of extending the age limits of electric vehicles.	SB
Pavement Licence Extension	✓				This report advises members of the amendments to the Business and Planning Act 2020 which came into effect 20 July 2021.	SB
Gambling Policy consultation		✓			Gambling Policy requires consultation this year to be ratified by Jan 2022.	SB
Licensing Policy		✓				SB
Proposed plan – Food Inspection Catch Up						FW

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PROPOSED DIVERSION OF PART OF PUBLIC FOOTPATH Fradley and Streethay No 10 (part) in the Parish of Fradley and Streethay

Date: 29 July 2021
Contact Officer: Lesley Bennett
Tel Number: 01543 308072
Email: lesley.bennett@lichfielddc.gov.uk
Key Decision? No
Local Ward Member Alrewas and Fradley Ward - Cllrs. Derick Cross, Sonia Wilcox and Mike Wilcox



REGULATORY & LICENSING COMMITTEE

1. Executive Summary

- 1.1 To consider an application received from Leavesley Group for the diversion of public footpath Fradley and Streethay No 10 (part) in the Parish of Fradley and Streethay. The application is to be considered under the Town and Country Planning Act, Section 257.

2. Recommendations

- 2.1 To approve the proposed diversion of Public Footpath No. 10 (part) in the Parish of Fradley and Streethay as set out in Appendix A.

3. Background

- 3.1 For the purposes of determining the applications for the Public Path Diversion Orders the Authority must be satisfied that:
- a) there is a valid planning consent in place;
 - b) in order to enable the approved development to take place, it is necessary to divert the public right of way
- 3.2 The application is required due to planning application 20/01420/COUM Change of Use of Land application with proposals to expand the existing Ryder HGV storage facility located south of the Existing Vehicle Storage Operation site off the A38 in Alrewas, Staffordshire. The application is currently pending consideration. This development will effect an existing public right of way.
- 3.3 The application was submitted to divert Footpath No10 (part) under Town and County Planning Act 1990 Section 257. Initial consultations have taken place with the consultation period ending 1st July 2021. No objections were received to the proposed diversion.
- 3.4 Legislative Criteria
- Paragraph 7.2 pf Rights of Way Circular 01/09 re-confirms that the effect of development on a public right of way is a material consideration in the determination of applications for planning permission and local planning authorities should ensure that the potential consequences are taken into account whenever such applications are considered.

- 3.5 It is noted that the application is currently pending consideration however under The Growth and Infrastructure Act 2013 Section 257 orders can (since June 2013) be made in advance of the actual grant of planning permission, but cannot be confirmed until permission is granted.

Alternative Options	Leave the footpath as it is which would not allow the change of use of land proposals to expand the existing Ryder HGV storage facility located south of the Existing Vehicle Storage Operation site off the A38 in Alrewas, Staffordshire
Consultation	An informal consultation has taken place with Outside Bodies and Local Ward Members and there are no outstanding objections. It is noted that the Ramblers Association suggested an alternative route, to the East of the railway, but the Applicant is unable to consider the alternative option, as they do not own that element of the land. This was explained and accepted by the Ramblers Association.
Financial Implications	No financial implications for the Council have been identified. Administrative and advertisement cost will be incurred in the making of the Public Footpath Order, these will be met by the Applicant.
Contribution to the Delivery of the Strategic Plan	None identified.
Equality, Diversity and Human Rights Implications	None identified.
Crime & Safety Issues	Not applicable.
Environmental Impact	Ensuring the protection of public rights of way by rerouting the footpath to enable development, rather than removing the footpath.
GDPR/Privacy Impact Assessment	Yes

	Risk Description	How We Manage It	Severity of Risk (RYG)
A	Footpath diversion process not followed correctly and being challenged.	We have an agreed process which follows the relevant legislation and also legal advice if required	Likelihood (green) Impact (yellow)
B			
C			
D			
E			

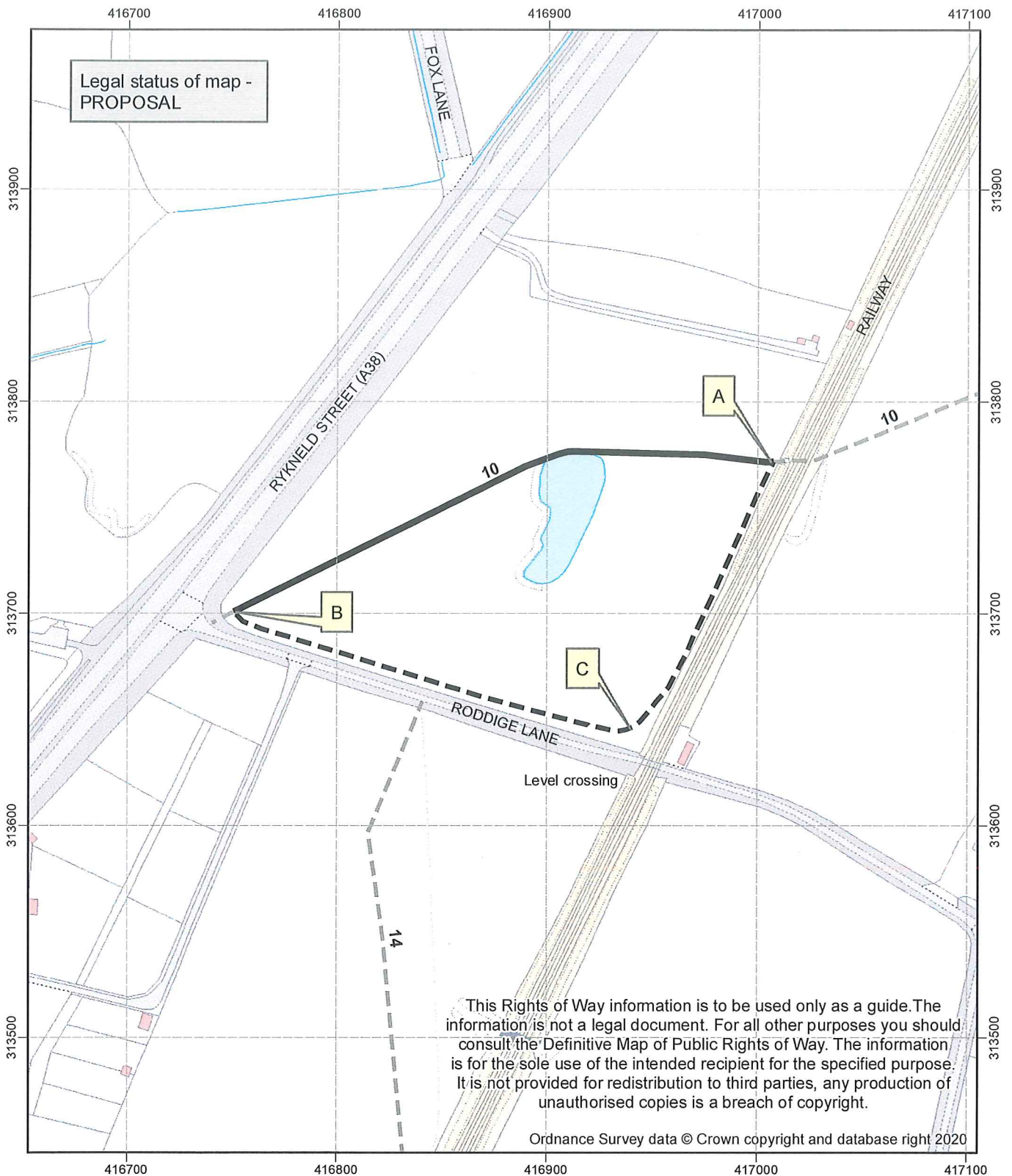
Documents

Appendix A – Map of Proposed Diversion (Town and Country Planning Act 1990 Section 257)

Relevant Web Links

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Town and Country Planning Act 1990, Section 257.
PROPOSED Diversion of Public Footpath
 No. 10 (part) Fradley and Streethay Parish.



Map created at the scale of 1:2500
 (facsimiles may vary)

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 shown at www.staffordshire.gov.uk/maps.
 Produced by Staffordshire County Council, 03/03/2021.

- Path to be extinguished (A - B).
- Path to be created (A - C - B).

Rights of Way Unaffected

Footpath

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BUSINESS & PLANNING ACT 2020 EXTENSION

Date: 29 July 2021
Agenda Item:
Contact Officer: Susan Bamford/ Tracy Caddy
Tel Number: 01543 308170 01543 308066
Email: Susan.bamford@lichfielddc.gov.uk
Tracy.Caddy@lichfielddc.gov.uk
Key Decision? YES
Local Ward Members All Wards

Lichfield
district council

REGULATORY & LICENSING COMMITTEE

1. Executive Summary

- 1.1 This report advises members of the amendments to the Business and Planning Act 2020 which came into effect 20 July 2021.
- 1.2 The Business and Planning Act 2020 (Pavement Licences) (Coronavirus) (Amendment) Regulations 2021 extend temporary pavement licence provisions to 30 September 2022.
- 1.3 The Act initially relaxed licensing & planning laws until 30 September 2021. It created a fast-track pavement licence application process, making it easier for the hospitality sector to obtain permissions to seat customers outdoors.
- 1.4 The ability to reapply, for several premises, is dependent on the use of Blue Badge parking bays that have been suspended.

2. Recommendations

- 2.1 That members agree a new longstop date of 30 September 2022 in respect of new licences issued.
- 2.2 That members agree to continue to waive the maximum fee of £100.00, in order to support local businesses at this difficult time.
- 2.3 That members agree a streamlined reapplication process for businesses wishing to extend their current pavement licence.
- 2.4 That members agree to delegate responsibility to the Head of Regulatory Services Housing & Wellbeing and the Chair of Regulatory and Licensing Committee to implement any further minor changes introduced under the Business and Planning Act 2020 (Pavement Licences) (Coronavirus) (Amendment) Regulations 2021.

3. Background

- 3.1 The Business and Planning Act 2020 ("the Act") came into force on 22 July 2020. The purpose of the pavement licence provisions in the Act make it easier for premises in England which serve food and drink such as bars, restaurants and pubs to seat and serve customers outdoors through temporary changes to planning procedures and alcohol licensing. Under those provisions, there was a sunset expiry date of 30 September 2021, if the pavement licence did not otherwise specify an expiry date.
- 3.2 The Governments Build Back Better High Streets Strategy (published 15 July 2021) states that the temporary pavement licence measures, which were introduced as a valuable lifeline during the pandemic, will be extended for a further 12 months, subject to Parliamentary approval, and there is an

in principle commitment to making them permanent. The Business and Planning Act 2020 (Pavement Licences) (Coronavirus) (Amendment) Regulations 2021 extend these temporary provisions until 30 September 2022 and came into effect 20 July 2021.

- 3.3 Regulation 4 of the amended Act only applies to a pavement licence applied for on or after the date these Regulations come into force. The previous date of 30th September 2021 will continue to apply in relation to any pavement licence applied for before the date these Regulations come into force, although the holder of such a licence may be able to apply for a further licence.
- 3.4 There are currently 18 Pavement Licences in existence, 17 with an expiry date 30 September 2021 and one expiring 24 August 2021. The majority of these are expected to reapply. Overall, these have been well managed and received and no licences have been revoked. A number of pavement licences have made use of blue badge parking bays which have been suspended in Tamworth Street, Conduit Street and Bore Street. It is Cabinet's policy is to keep bays suspended on Tamworth St, Market Street, Conduit Street and Bore Street.
- 3.5 If, following the grant of a licence, the Council considers that the holder has breached any conditions of the licence the Council may revoke the licence, or serve a notice on the licence holder requiring steps to be taken to remedy the breach of condition. If a condition imposed on a licence (either by the local authority) or nationally is breached, the local authority will be able to issue a notice requiring the breach to be remedied and the authority can take action to cover any costs.
- 3.6 The Council may also revoke a pavement licence if:
- some or all of the part of the highway to which the licence relates has become unsuitable for any purpose for which the licence was granted (this would include the suspension of a disabled parking bay), or
 - as a result of the licence being granted there is a risk to public health or safety, or
 - anti-social behaviour or public nuisance is being caused or risks being caused, or
 - the highway is being obstructed (other than by anything done by the licence holder pursuant to the licence), or
 - anything material stated by the licence holder in their application was false or misleading, or
 - the licence holder did not post a notice about the application on the premises.
- 3.7 Streamlining the applications process, for business currently benefiting from Pavement Licences, will reduce the time spent processing applications. This will lessen the financial burden to the authority, as the cost of processing applications would not be covered even if the £100.00 maximum fee was charged. It is therefore suggested the reapplication process is facilitated by way of an invitation email to the current licence holder requesting confirmation of a 'statement of fact', with copies of public liability insurance for the extended period. It is also recommended that the extension is advertised on the premises and on the council's website.

Alternative Options	1. There is a requirement to comply with the Business and Planning Act, although a fee could be introduced.
Consultation	1. There is a legal requirement to implement this legislation so direct consultation would serve no purpose. There have been ongoing discussions through Economic Development with businesses.
Financial Implications	1. The Council can charge a fee of up to £100 per pavement licence application. This does not cover the full cost of processing applications and ensuring compliance, which authorities estimate is nearer £700. However in order to support local businesses it is proposed to waive the fee, although this will

	<p>mean a budget pressure.</p> <p>2. Currently there is no budget for pavement licences but the financial impact would be £1,800 of lost income which equates to 18 licences at the £100 fee.</p>
Approved by Section 151 Officer	Yes/ No
Legal Implications	<p>1. The report is in preparation for the proposed legislative changes.</p>
	Yes/ No
Contribution to the Delivery of the Strategic Plan	<p>1. The issuing of pavement licences supports the priority of shaping place and developing prosperity.</p>
Equality, Diversity and Human Rights Implications	<p>1. Authorities must have regard to the needs of disabled people when considering whether to grant a pavement licence. To date the Licensing Team have received one complaint from a user of a disabled parking bay.</p> <p>2. An Equality Impact assessment was originally carried out and there have been no material changes other than the extension of the licence period.</p>
Crime & Safety Issues	<p>1. Off sales are limited to 11pm at the latest in order to reduce the potential for anti-social behaviour. The conditions also make the licence holder responsible for the conduct of people within the area of the Pavement Licence, allowing rowdy or unruly behaviour may lead to the revocation of the licence.</p>
Environmental Impact	<p>1. Pavement cafes have potential to enhance the local built environment. There are conditions attached to the licence to mitigate any negative impact from litter and food and drink spillages.</p>
GDPR/Privacy Impact Assessment	<p>1. The privacy notice sets out what the applicant needs to know in respect of data protection.</p>

	Risk Description	How We Manage It	Severity of Risk (RYG)
A	Premises not following pavement licence conditions	Checking compliance and taking appropriate action	Likelihood - Yellow Impact – Yellow Severity of risk - Yellow
B	Managing business and customer expectations	Clear guidance and conditions	Likelihood – Green Impact – Yellow Severity of risk - Green
C			
D			
E			

<p>Background documents</p> <p>https://www.local.gov.uk/parliament/briefings-and-responses/business-and-planning-act-2020-pavement-licences-coronavirus</p> <p>https://www.lichfielddc.gov.uk/downloads/file/1626/pavement-licences-final-conditions</p> <p>Build Back Better High Streets - GOV.UK (www.gov.uk)</p> <p>Business and Planning Act 2020 (Pavement Licences) (Coronavirus) (Amendment) Regulations 2021</p>

Relevant web links

<https://www.legislation.gov.uk/ukdsi/2021/9780348224344/contents>

<https://www.legislation.gov.uk/ukpga/2020/16/enacted>

www.gov.uk/government/publications/inclusive-mobility/inclusive-mobility

TAXI LICENSING CONDITIONS



Date: 29 July 2021
 Agenda Item:
 Contact Officer: Susan Bamford
 Tel Number: 308170
 Email: Susan.Bamford@lichfielddc.gov.uk
 Key Decision? **NO**
 Local Ward Members All Wards

REGULATORY & LICENSING COMMITTEE

1. Executive Summary

- 1.1 This report asks the Committee to consider the need to consult on the installation of CCTV in vehicles. It also asks for the consideration of a temporary one year vehicle extension to allow for the fact that vehicles have generally had less wear and tear during the Coronavirus and the financial burden on drivers having to replace vehicles. It also suggests consideration of extending the age limits of electric vehicles as an incentive for their purchase and a delay in some circumstances for the requirement for less polluting vehicles.

2. Recommendations

- 2.1 That the committee approves:
- The carrying out of a consultation exercise on the installation of CCTV in vehicles.
 - A temporary relaxation of the vehicle age rules from five to six years on first licensing and seven to eight years on renewal up to June 2022.
 - The carrying out of a consultation exercise on the extension of the vehicle age rules for electric vehicles from five to six years on first licensing and seven to eight years on renewal.
 - The carrying out of an investigation into the implications of an extension to the requirement to upgrade vehicles to less polluting ones in line with the short term exemptions created by Birmingham City Council.

3. Background

- 3.1 The Taxi Licensing Policy previously consulted upon included a condition that by 1 April 2022 all licensed vehicles must be fitted with CCTV (visual and audio). However whilst the mandating of CCTV in vehicles can undoubtedly provide a safer environment for the benefit of taxi/private hire vehicle passengers and drivers, the imposition of a blanket requirement to attach CCTV as a condition to a licence can give rise to concerns about the proportionality of such an approach.
- 3.2 Government guidance suggests a strong justification needs to be in place to support this condition. It is therefore recommended that all licensing authorities should consult to identify if there are local circumstances which indicate that the installation of CCTV in vehicles would have either a positive or an adverse net effect on the safety of taxi and private hire vehicle users, including children or vulnerable adults and taking into account potential privacy issues.

- 3.3 The LGA guidance – Developing an approach to mandatory CCTV in Taxis and PHVs includes specific guidance on consultation and engagement and any consultation would seek to learn from those authorities who have already undertaken such consultation.
- 3.4 The Taxi Licensing conditions for vehicles require that all new Hackney Carriage and Private Hire Vehicles must be less than five years old from the date of first registration on initial application. No vehicle licence will be renewed on any vehicle that is seven years of age or more or ten years old for purpose built vehicles. Applications for vehicles outside of these age limits are considered subject to additional checks.
- 3.5 A request has been made from the Taxi trade that the Committee reconsider the vehicle age policy. The trade have made the case about improvements in the general longevity of vehicles which they believe supports this reconsideration and the fact that as a result of Covid- 19, the wear and tear on licensed vehicles has significantly reduced due to reductions in demand for taxis. At the same time many taxis drivers have not been eligible for any financial support from government grants so finding the money to replace a vehicle to the standard is required is an increased challenge.
- 3.6 On this basis Members are asked if they wish to consider a temporary 12 month extension of the age limit from five years on first application to six and on renewal from seven years to eight up to the end of June 2022. Outside of these limits vehicles may be licensed if in exceptional condition. Vehicle compliance checks will also identify vehicles that don't meet other condition requirements.
- 3.7 In considering the age limit of vehicles, members may also want to consider whether they wish to increase the age limit to six years on first application and eight years on renewal for electric vehicle. This would provide an incentive for the purchase of these vehicles. Consideration may also be given to the position re hybrid vehicles.
- 3.8 The current Taxi Policy mandates that From 1 April 2022 all new Hackney Carriages must be fitted with at least a Euro 6 compliant engine for vehicles fitted with diesel engines and Euro 4 compliant engines for vehicles fitted with petrol engines. Applicants will be required to prove that the engine is suitable. Any vehicle with an engine older than the required euro emissions standard will not be licensed at the time of renewal. Any charges imposed by a Clean Air Zone, or similar will be met by the vehicle proprietor/driver and not passed to the passenger.
- 3.9 This condition was partly imposed because of the impending introduction of a Clean Air Zone by Birmingham City Council, which would apply to any of our vehicles taking passengers from our District into the zone. Following public consultation Birmingham City Council has approved some short term exemptions. The Taxi trade has requested that our Policy is amended to take account of those exemptions.

Alternative Options	Members can decide not to carry out a consultation or extend the vehicle age limits. Members can decide to consult on other options to incentivise the use of electric or hybrid vehicles.
Consultation	<p>This report recommends consultation is carried out on the installation of CCTV in vehicles in accordance with Government and LGA guidance.</p> <p>It also proposed to carry out a consultation exercise on the extension of the vehicle age rules for electric vehicles from five to six years on first licensing and seven to eight years on renewal.</p>
Financial Implications	There are no financial implications from the proposed consultations and extensions.

Approved by Section 151 Officer	Yes/ no *
Legal Implications	The Taxi Licensing Policy sets out the overall decision making framework for the licensing of Drivers, vehicles and operators. Taxi licensing is also subject to a range of specific legislation as set out in the licensing policy, including the Local Government (Miscellaneous Provisions Act 19967, the Town Police Clauses Act 1847 and 1889 and Transport Acts 1985 and 2000. If Members decide to consult on any changes to the age limit of vehicles legal opinion will be sought on the implications of doing this.
Approved by Monitoring Officer	Yes/ no *
Contribution to the Delivery of the Strategic Plan	The licensing of drivers and vehicles supports enabling people, shaping place and developing prosperity.
Equality, Diversity and Human Rights Implications	An EIA would need to be undertaken to take forward the outcome of the consultation. Any vehicle age extension would not impact on the accessibility of vehicles.
Crime & Safety Issues	The consultation would consider the impact of CCTV on crime and safety issues.
Environmental Impact	Older vehicles can have a negative environmental impact but allowing older hybrid and electric vehicles to be licensed would provide an incentive for use of these vehicles.
GDPR / Privacy Impact Assessment	Not required for the consideration of vehicle age but would need to be considered, depending on the outcome of the CCTV consultation.

	Risk Description	How We Manage It	Severity of Risk (RYG)
A	That CCTV is mandated only as part of the broader taxi consultation and could therefore be open to challenge.	The proposed consultation and subsequent consideration of the findings would address this risk.	Likelihood – yellow Impact – yellow Severity of risk - green.
B	That any vehicle age increase results in a poorer standard of vehicle.	Compliance checks and vehicle tests, however Members would need to accept a lowering of standards if they agree to these measures long term for electric and hybrid vehicles.	Likelihood – yellow Impact – yellow Severity of risk - yellow
C	Complaints from vehicle owners that have recently purchased vehicles due to age limit.	Further consultation with taxi drivers.	Likelihood – yellow Impact – yellow Severity of risk - yellow
D	Any temporary relaxation of age limits may raise expectations that this will become a permanent change.	Communication with drivers.	Likelihood – yellow Impact – yellow Severity of risk – green

Background documents taxi-policy (lichfielddc.gov.uk)

Relevant web links

[Taxi policy \(lichfielddc.gov.uk\)](http://lichfielddc.gov.uk)