

## Impact and implementation of the Deregulation Act

Suggested by Councillor Fiveash.

The proposed scope was to investigate if the new rules are being implemented correctly by private hire operators and to discover if Crawley drivers have been affected as a result of the act.

The Deregulation Act 2015 introduced a number of changes to taxi licensing, one of them being the ability of a private hire operator licensed in one district to sub contract bookings to other operators outside of the district.

The proposal was discussed with the Head of Legal, Democracy & HR, Environmental Health Manager and Senior Licensing Officer to gain further information.

There is already information currently available regarding the proposed scope.

The Local Government Association and Councils have long called for taxi licensing to be updated and strengthened. It is important to acknowledge the work currently be undertaken at a national level, publications together with the bill currently being considered by Parliament.

[New laws to improve safety for passengers of taxis and private hire vehicles were presented to Parliament by Daniel Zeichner MP](#) and published in January 2018, whilst the LGA published its Briefing on the [House of Commons Taxi and Private Vehicles Bill in February](#). More recently a [report](#) published on 24 September 2018 by the Task and Finish Group on Taxi and Private Hire Vehicle Licensing urged the Government to make amendments to the regulatory regime for the taxi and PHV sector.

However, scrutiny does not cover issues of any regulatory Committee, nor does it duplicate matters that are already being addressed.

Furthermore, the [Licensing of Taxis and Private Hire Vehicles \(Safeguarding and Road Safety\) Bill](#) is due to have its second reading in the House of Commons in October 2018 and so is on its way to becoming legislation.

Given the nature of the questions being raised and that this is an area governed by legislative requirements that the Council has to operate within, this lends itself more to a one off report to OSC setting out the legislation and how the Council responds rather than to a full scrutiny panel (and several meetings). As the Licensing of Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Bill is currently progressing through Parliament it is recommended that a report is produced for OSC outlining the information available, (where of course all Members can attend) as opposed to a full Scrutiny Review. It is worth noting that Councillor Fiveash has previously been informed of this recommendation (5 October 2018).

### Recommendation:

- 1) That the Overview and Scrutiny Commission does not proceed with a scrutiny review due to the detailed, comprehensive information and evidence already in existence, together with the current Bill progressing through Parliament.**
- 2) That the Overview and Scrutiny Commission receive 'one-off report' setting out the legislative requirements and how the Council responds to these. This can be programmed into the 2018-2019 work plan.**