



Council

Thursday, 27 November 2025

**Rushcliffe Borough Council Hackney Carriage and Private
Hire Licensing Policy 2025-2030**

Report of the Director – Neighbourhoods

Cabinet Portfolio Holder for Environment and Safety, Councillor R Inglis

1. Purpose of report

- 1.1. This report seeks to review and update the Council's Hackney Carriage and Private Hire Licensing Policy as provided in Appendix 1.
- 1.2. Council is asked to review and approve the revised Policy changes made following the consultation process and the comments made at Licensing Committee.
- 1.3. The revised Policy was fully considered and endorsed by the Licensing Committee on 28 October 2025, where it was enhanced with a further recommendation.

2. Recommendation

It is RECOMMENDED that Council:

- a) approves the revised Hackney Carriage and Private Hire Licensing Policy (Appendix 1);
- b) requires a review to be undertaken in respect of the use of CCTV in Taxi and Private Hire vehicles within 12 months, and the findings be reported to the Licensing Committee;
- c) sends a letter to the Secretary of State for Transport requesting Government take action to mandate CCTV provision within Taxi and Private Hire vehicles nationally;
- d) shares this letter with the Nottinghamshire Licensing Group, to request their endorsement of the Council's position; and
- e) engages and encourages licensed operators and drivers operating in the Borough to implement the voluntary CCTV scheme in their vehicles.

3. Reasons for Recommendation

It is a legal requirement for the Council to have a Policy for the licensing of Hackney Carriages and Private Hire Vehicles. The current Policy expires on 31 December 2025.

4. Supporting Information

4.1. The proposed revised Policy has been updated to reflect changes to Government guidance. One aspect considered by this review is the significant reduction in the number of Hackney Carriage vehicles licensed by the authority. In 2020, there were twenty-three licensed hackneys, this has now reduced to eight.

4.2. A full summary of the proposed changes made to the Policy is provided in Appendix 2. The principal proposed changes to the Policy include:

4.2.1. To remove the requirement for drivers to register prior to submitting a full application. The registration process was introduced to prevent applications remaining on the Council's system for many months with the status of 'pending driver requirements'. Following further service improvements, the Council now has an online application portal for driver applications. For this to work in the most efficient way, the onus is placed on the driver to have their details ready to apply and where documentation is not supplied, the Council will seek to apply a maximum three-month period before the application is determined. If satisfactory 'fit and proper' status cannot be ascertained in the three-month period, the Council will refuse the application. The system highlights known failure points e.g. the knowledge test, right to work, to be undertaken prior to applying, which again improves service efficiency and helps to manage customer expectations.

4.2.2. Despite the growth in digital aids, it is still considered necessary to maintain a knowledge test ensuring that local Rushcliffe drivers have a knowledge of the local area but also supports the requirement to read English. However, it is proposed to allow drivers who have undertaken the "Green Penny" test to also meet this criterion, which is required by certain operators. This test is in fact more demanding and expensive than the Council's, and it is considered unfair and unnecessary for drivers to have to do both. It is also proposed to remove the current limit on three knowledge tests. This in line with neighbouring councils' policies.

4.2.3. The current duration of a driver licence is three years. It is proposed to enable new drivers to apply for a one-year licence thereby reducing the upfront cost and encouraging new driver applicants.

4.2.4. Currently all licensed vehicles are required to have a separate compliance test every year in addition to an annual MOT, or every six months in the case of vehicles over five years old. It is proposed to

remove the requirement for the compliance test given the relatively limited additional criteria it requires and to rely on the MOT standards. The test being required within 14 days prior to application from one of the established and approved garages in Rushcliffe. This will save officer time in administering this process and also allow greater flexibility for owners to book their own vehicles in for MOTs and resolve any maintenance issues prior to applying online.

- 4.2.5. The Council currently accepts applications for any vehicle up to 12 years old and 14 years old for specially adapted vehicles. Following consultation comments, it is proposed to reduce this to eight years for new applications (those not currently licenced), but renewals will be allowed up to 15 years. However, there will be exemptions for electric, ZEV (zero emission vehicles) and SEND (Special Educational Needs and Disability) vehicles. This will deliver improvements to the licensed vehicle fleet within the Borough, support the Council's Carbon Reduction Policy, recognise the importance of the SEND fleet and also bring the Policy in line with neighbouring Councils.
- 4.2.6. Amendments are proposed to relax the requirement for Hackney Carriage Vehicles to be black London Cab type, which is more in line with other neighbouring councils. It is considered that this will encourage more Hackney Carriage vehicles within the Borough particularly in more rural areas where other forms of public transport can be more limited.
- 4.2.7. It is proposed to extend the period that penalty points are retained. Penalty points are awarded to drivers, vehicle owners and operators who have been found to have committed certain minor breach of their licence. Currently 12 points in any 12-month period would require the licence holder (mostly drivers) to be referred to the Licensing Committee for a decision to review their licence for an appropriate sanction. It is proposed to extend the retention period to 36 months, which is considered will drive greater compliance.
- 4.2.8. To allow a driver to work for more than one Rushcliffe operator which is currently not allowed.
- 4.2.9. Changes to the Convictions Policy to ensure it meets the current Institute of Licensing standards.
- 4.3. The Council launched a consultation exercise on the proposed revised Policy changes on 1 June 2025, which then closed on 14 July 2025. A summary of the consultation responses and officers' responses can be found in Appendix 3.
- 4.4. Whilst the draft Policy was under public consultation, all Nottinghamshire Licensing Authorities received a request in the form of a letter from a Cabinet Member at Nottinghamshire County Council to consider the adoption of a mandatory or voluntary policy for the installation of CCTV in all licensed taxis. This is provided in Appendix 4. The Councils current policy relating to CCTV can be found in Chapter 9.11 of the draft Policy. There is currently no

requirement for mandatory CCTV in Rushcliffe licensed vehicles, and neither was it consulted on. Officers do accept the benefits in having CCTV in all licensed vehicles from a public safety perspective. However, this is not current Government policy. The Local Government Association have also produced guidance in which they state that the:

“Surveillance Camera Commissioner (SCC) and the Information Commissioners Office (ICO) may all raise concerns about the impact of mandatory CCTV systems on privacy”.

- 4.5. Furthermore, Council officers are of the view that this requirement would place additional costs and burdens on drivers/vehicle owners, which is likely to reduce driver numbers. For reference it should be noted that Bolsover experienced a 40% reduction after adopting such a measure and further comments can be found in Appendix 3. Accordingly, we do not propose to amend the Policy at this stage.
- 4.6. The Licensing Committee considered the matter of mandatory CCTV and agreed a recommendation that the draft Policy be endorsed subject to a further review in 12 months in respect to the potential mandating of CCTV within Rushcliffe licensed vehicles. In addition, it is proposed to write to the Secretary of State for Transport requesting Government take action to mandate CCTV provision within Taxi and Private Hire vehicles nationally, and for this letter to be shared with Nottinghamshire Authorities Licensing Group (NALG) to request their endorsement of the Council's position and to work through NALG to review current CCTV best practice. Over the next 12 months the Council will also seek to engage and promote the voluntary implementation of CCTV systems by licensed operators and drivers in the Borough.

5. Alternative options considered and reasons for rejection

No alternative options have been considered as the update to the Policy is required to comply with current legislation and guidance.

6. Risks and Uncertainties

None identified in relation to the draft revised Policy.

7. Implications

7.1. Financial Implications

- 7.1.1. Proposed changes to vehicle licensing include removing the requirement for vehicle compliance testing to be booked through the Council, instead vehicles may have a standard MOT test at any one of the designated garages in the Borough immediately prior to application. This should reduce the cost of administration to the Council. The saving on compliance checks will be offset in part by the introduction of Hire Purchase Information (HPI) checks on newly registered vehicles, to ensure written off vehicles are not used as taxis.

7.1.2. Proposals to offer single year licences to drivers and operators (three-year and five year currently) to encourage more take up could initially result in increased income; however, if drivers and operators do not renew after the first year, income receipts overall may reduce.

7.1.3. It is proposed to remove the need to pay a drivers registration fee, which, if approved will reduce income slightly.

7.1.4. The Council aims to maintain a cost neutral position on the administration of the taxi licencing function over a three year rolling period and these changes will be taken into account during the fee setting process.

7.2. Legal Implications

The proposed new Policy has been drafted to reflect current legislative requirements and statutory guidance. If adopted, the Policy must be taken into consideration when making decisions in respect of matters relating to Hackney Carriage and Private Hire Vehicle licensing. The current Policy expires on 31 December 2025.

7.3. Equalities Implications

An Equalities Impact Assessment has been undertaken, which has identified no major or adverse impacts and can be found in Appendix 5.

7.4. Section 17 of the Crime and Disorder Act 1998 Implications

This Policy supports the importance of ensuring strong public safety standards within the taxi and private hire trade.

7.5. Biodiversity Net Gain Implications

No implications have been identified.

8. Link to Corporate Priorities

The Environment	The proposed changes to the Policy will support the Council's Carbon Management Policy
Quality of Life	A major focus of this policy is the protection of the public from harm
Efficient Services	Some of the proposed changes within this Policy will encourage more efficient use of Council resources
Sustainable Growth	None identified

9. Recommendation

It is RECOMMENDED that Council:

- a) approves the revised Hackney Carriage and Private Hire Licensing Policy (Appendix 1);
- b) requires a review to be undertaken in respect of the use of CCTV in Taxi and Private Hire vehicles within 12 months, and the findings be reported to the Licensing Committee;
- c) sends a letter to the Secretary of State for Transport requesting Government take action to mandate CCTV provision within Taxi and Private Hire vehicles nationally;
- d) shares this letter with the Nottinghamshire Licensing Group, to request their endorsement of the Council's position; and
- e) engages and encourages licensed operators and drivers operating in the Borough to implement the voluntary CCTV scheme in their vehicles.

For more information contact:	Geoff Carpenter Head of Public Protection gcarpenter@rushcliffe.gov.uk 0115 914 8229
Background papers available for Inspection:	Licensing Committee 28 October 2025
List of appendices:	Appendix 1 Draft Hackney Carriage and Private Hire Policy 2025-2030 Appendix 2 Summary of Proposed Changes to Policy Appendix 3 Consultation Responses and Officer Comments Appendix 4 Letter from Nottinghamshire County Council requesting mandatory CCTV Appendix 5 Equality Impact Assessment