

**DIFFERENTIAL AGE LIMITS FOR LICENSED VEHICLES
MEMBER WORKING GROUP**

Terms of Reference

Purpose of the Working Group

The Working Group has been established to undertake an evidence-based review of the different age limits currently applied to saloon vehicles and wheelchair accessible vehicles. This review will include:

- the justification (if any) for retaining the current age differential;
- the various options adopted by other local authorities in terms of age limits for such vehicles; and
- whether moving forward it would be preferable for the age limits to become more aligned.

The Working Group will compile a brief report for initial consideration at General Licensing Committee, with a view to any final recommendations for changes to the Licensing Policy to be forwarded to full Council for final adoption.

Membership of the Group

The Group will be cross party and will consist of 5 members of the General Licensing Committee.

The Membership identified is felt to be politically proportionate to the makeup of the Council, consisting of 2 members from the Conservative Group; 1 member from the Labour Group; 1 member from the Liberal Democratic Group; and 1 member from the South Ribble Independents Group.

Members of the Working Group have been decided by the General Licensing Committee at its November meeting.

In addition, the following will be co-opted onto the working group:

- two representatives from the local licensed trade will be sought at the Taxi Trade Forum on 1 February 2018; and
- a representative from a local disability group.

The above representatives will be entitled to attend but will not participate in any votes if required.

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Meetings

The Group will meet once during February 2018 to review evidence provided to them by officers and to develop its recommendations. Further meetings will be arranged if and when required.

Objectives of the Group

1. To review the evidence provided to the Group by officers on the current age differential of vehicles licensed by this authority and other local authorities.
2. To understand the rationale for, and advantages / disadvantages of, the current differentiated age policy (including the views of the nominated trade representatives on the issue from the trade's perspective)
3. To consider whether an alternative age policy would be more appropriate in reflecting the needs of a modern licensed fleet, and to determine what that alternative should be
4. To work with officers to develop recommendations to be made to the General Licensing Committee in April 2018 (for future recommendation to full Council in the event of any policy changes being required).