
Council

24 March 2026

Name of Cabinet Member:

Cabinet Member for City Services - Councillor P Hetherton

Director approving submission of the report:

Director of Law, Governance and Safer Communities

Ward(s) affected:

All

Title:

Consultation Response - Local Transport Authorities and the Licensing of Taxis and Private Hire Vehicles

Is this a key decision?

No – This is a response to a national consultation.

Executive summary:

The Council is requested to consider this report in response to the recent Government consultation regarding the role of Local Transport Authorities (LTAs) in the licensing of taxis and private hire vehicles. The Department for Transport (DfT) proposes to transfer taxi and private hire vehicle (PHV) licensing responsibilities from district councils to LTAs. The move forms part of the wider English devolution programme, which is reshaping how transport is planned and regulated across larger, strategic areas.

The consultation proposes reforms aimed at improving consistency, transparency, and safety across licensing regimes, including enhanced data sharing between authorities, stricter background checks, and potential new national standards. However, there will be an impact on the licensing authority and although the current licensing regime is self-funding, transitional costs and organisational changes are likely, alongside the need to align differing existing policies and support licence holders through reasonable periods of adjustment should the move to LTA's be implemented.

The Council's input in response to the consultation is crucial to ensure local needs are represented in the national response and that implementation is managed effectively and within budget.

Recommendations:

Council is recommended to

- 1) Approve the Council's proposed response to the Local Transport Authorities and the licensing of taxis and private hire vehicles consultation, as attached as Appendix 1 to the report.
- 2) Approve that the response also includes the letter from the Chair of the Communities and Neighbourhoods Scrutiny Board in response to the Task and Finish Group mandatory CCTV in taxis and PHVs recommendations attached as Appendix 2 to the report.

List of Appendices included:

The following appendices are attached to the report:

Appendix 1 – Proposed LA response to the Local Transport Authorities and the licensing of taxis and private hire vehicles Consultation.

Appendix 2 – Letter to Government Ministers, Police and Crime Commissioner (PCC) for West Midlands and the Mayor of West Midlands Combined Authority (WMCA) regarding the need for CCTV in taxis.

Background papers:

None

Other useful documents

<https://www.gov.uk/government/consultations/local-transport-authorities-and-the-licensing-of-taxis-and-private-hire-vehicles/local-transport-authorities-and-the-licensing-of-taxis-and-private-hire-vehicles>

<https://www.gov.uk/government/publications/english-devolution-white-paper-power-and-partnership-foundations-for-growth/english-devolution-white-paper>

Has it or will it be considered by Scrutiny?

No

Has it or will it be considered by any other Council Committee, Advisory Panel or other body?

Yes – Task & Finish Group for mandatory CCTV in taxi's – 2nd March 2026.

Will this report go to Council?

Yes – 24 March 2026

Report title: Consultation Response - Local Transport Authorities and the Licensing of Taxis and Private Hire Vehicles

1. Context (or background)

- 1.1 The UK Government has launched a consultation on proposed changes to how taxis and private hire vehicles are licensed by Local Authorities. The consultation explores the possibility of moving the taxi licensing function to LTAs in England (excluding London), which was proposed in the English Devolution White Paper (December 2024).
- 1.2 This change aims to improve consistency, reduce out-of-area working, and integrate taxi and private hire vehicle services into wider local transport planning. The consultation focuses on identifying the right level of regulation for taxis and private hire vehicles.
- 1.3 Currently the responsibility for the licensing of taxis and private hire vehicles in Coventry falls to the local licensing authority (Council). There are currently 263 local Councils administering the licensing function and the proposal is move the licensing function to 70 LTAs.
- 1.4 The consultation is seeking views on the proposals from the trade, licensing officers and the public. Within the consultation there are specific questions for licensing authorities to respond to in relation to costs, economic benefits, and provides an opportunity for the Council to comment on whether they support the proposals, and if so, why.
- 1.5 Should the proposal be taken forward then there would be an impact on licensing authorities (relating to costs and staffing arrangements) and although the consultation document outlines it, the impact at this stage this is not completely clear, hence the - requirement to seek views through the consultation.
- 1.6 The Councils proposed response (Appendix 1), provides an opportunity to outline the Councils views on the proposed move to LTAs, and highlights areas for consideration by the DfT. The proposed response, (particularly in relation to question 13 of the consultation) outlines the Councils concerns with the move to LTA's, focussing on the potential risks, particularly in relation to public safety and safeguarding.
- 1.7 A Task and Finish Group, established by the Communities and Neighbourhoods Scrutiny Board, to consider whether taxis licensed in Coventry should require CCTV considered the consultation as part of their review. It is also proposed that the Councils response to the consultation includes the letter sent to Government Ministers, the Police and Crime Commissioner for West Midland and the Mayor of the West Midlands Combined Authorities from the Chair of Communities and Neighbourhoods Scrutiny Board 4 following the Scrutiny Board's consideration of the recommendations of the Task and Finish Group. (see Appendix 2)

2. Options considered and recommended proposal

- 2.1. Options available are to respond to the Government's consultation, or not to respond.
- 2.2. It is recommended that a response is made to the consultation setting out Coventry City Council's view on the consultation proposals (Appendix 1).

3. Results of consultation undertaken

- 3.1. None required for this report, although the proposed response did take into account views from the Communities and Communities Scrutiny Board Task and Finish Group on mandatory CCTV in taxis and PHVs.

4. Timetable for implementing this decision

- 4.1. If approved the Coventry City Council response to the LTAs and the licensing of taxi's and private hire vehicles will be submitted to the DfT by the consultation close date of 1st April 2026.

5. Comments from Director of Finance and Resources and Director of Law, Governance and Safer Communities

5.1. Financial Implications

The majority of the proposals contained within this DfT consultation are not fully developed nor do they contain any financial modelling; and as such it is not possible to be specific about their direct impact should they be implemented. However, the proposals do reveal a likely direction of travel on some key issues and the responses to the Questions 1 and 2 highlight the potential impact that these could have, although the exact details remain unknown at this stage.

5.2. Legal Implications

None identified for this report as it is a response to a consultation. .

6. Other implications

6.1. How will this contribute to the One Coventry Plan?

The proposed response represents views which are in the best interests of Coventry's licensing authority, representing local needs and demands, therefore will contribute to the One Coventry Plan.

How is risk being managed?

There is no risk to the Council in submitting this consultation response.

6.2. What is the impact on the organisation?

There is no impact on the organisation submitting this consultation response.

6.3. Equalities / EIA?

No equalities impact assessment has been completed in relation to this report.

6.4. Implications for (or impact on) climate change and the environment?

None

6.5. Implications for partner organisations?

None

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