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COMMITTEE	Licensing Committee
DATE	12 September 2017
REPORT TITLE	First Aid Kit Requirements – Taxi/Private Hire
REPORT NUMBER	CG/17/093
CG LEAD OFFICER	Fraser Bell
REPORT AUTHOR	Sandy Munro

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**1. PURPOSE OF REPORT:-**

- 1.1 The purpose of the report is to seek the views of the Committee on the required contents of the first aid kits to be carried in all taxis and private hire vehicles.

**2. RECOMMENDATION(S)**

- 2.1 It is recommended that the Committee:
- (i) notes the background issues relating to the first aid kits specification; and
  - (ii) stipulates that the contents of the first aid kits must be in accordance with HSE number BS8599-2:2014 in order to comply with the licence conditions.

**3. BACKGROUND/MAIN ISSUES**

**Background**

- 3.1 In terms of condition 25 of taxi licences and condition 23 of private hire vehicle licences all cars are required to contain a first aid kit of a type and in a position approved by the licensing authority”.
- 3.2 In November 2016 officers noted that the first aid kit specification was out of date and following consultation with the Taxi Consultation Group introduced an updated specification under delegated powers.
- 3.3 The updated specification, under HSE number BS8599-2:2014, required first aid kits to contain the following:

- 1 Adherent Dressing
- 1 Burn Dressing
- 10 Cleansing Wipes
- 1 Foil Blanket (Adult)
- 2 Gloves (Pair)
- 1 Guidance Leaflet
- 1 HSE Dressing (Medium)
- 1 Resuscitation Face Shield
- 1 Trauma Dressing (Medium)
- 1 Triangular Bandage
- 1 Heavy Duty Shears
- 10 Washproof Plasters

- 3.4 This is based on a medium sized first aid kit which is suitable for up to 6 people. First aid kits of this specification are available to purchase from a number of places, both online and in store.
- 3.5 In recent months a number of vehicles submitted for the testing process were found to contain an incomplete first aid kit. The recurring missing items tended to be the foil blanket, the face shield and the heavy duty shears. Officers have received a number of queries from the trade as to the reasonableness of the requirement to have those items as part of the first aid kit.
- 3.6 As previously mentioned, the matter was put before the TCG prior to any changes being made and it was explained at the time that the updated specification was as a result of changes to the HSE recommendations but members of the TCG have since admitted that they perhaps had not appreciated the practical changes that would result.
- 3.7 Although officers have delegated powers to amend the first aid kit specification, it was considered appropriate to bring the matter to committee in the circumstances.
- 3.8 It should be made clear that there is no expectation on any driver to use any of the equipment. It is however deemed appropriate for all vehicles to contain sufficient first aid kits that could be utilised in an emergency by any person qualified or sufficiently trained to do so.
- 3.9 Again as previously indicated the contents of the kits have been taken from the HSE requirements for medium first aid kits which are designed for up to 6 persons. This is deemed appropriate for taxi and private hire vehicles which could contain the driver and a number of passengers at any given time.
- 3.10 It is also suggested that minor discrepancies in respect of the contents of first aid kits do not result in a vehicle failing a test provided any omission does not materially detract from the functionality of the kit itself. An example of such a minor discrepancy may be a smaller number of washproof plasters than is stipulated. However where only 1 item is required it is suggested that the absence of that item would materially detract from the functionality of the kit.

#### **4. FINANCIAL IMPLICATIONS**

4.1 There are no direct financial implications arising from the recommendations of this report.

#### **5. LEGAL IMPLICATIONS**

5.1 There are no direct legal implications arising from the recommendations of this report.

#### **6. MANAGEMENT OF RISK**

##### **FINANCIAL**

6.1 There is no direct financial risk from the recommendations.

##### **EMPLOYEE**

6.2 There is no direct risk from the recommendations.

##### **CUSTOMER/CITIZEN**

6.3 There is no direct risk from the recommendations. Having a consistent standard of first aid kit within taxis will ensure that such medical assistance is available in the event of an emergency.

##### **ENVIRONMENTAL**

6.4 There is no direct risk from the recommendations.

##### **TECHNOLOGICAL**

6.5 There is no direct risk from the recommendations.

##### **LEGAL**

6.6 There is no direct risk from the recommendations.

##### **REPUTATIONAL**

6.7 There is no direct risk from the recommendations.

#### **7. IMPACT SECTION**

##### **Economy**

7.1 There is no direct economic impact arising from the recommendations.

##### **People**

7.2 There is no direct impact on any person or persons arising from the recommendations.

**Place**

7.3 There is no direct impact arising from the recommendations.

**Technology**

7.4 There is no direct impact arising from the recommendations.

**8. BACKGROUND PAPERS**

N/A

**9. APPENDICES (if applicable)**

N/A

**10. REPORT AUTHOR DETAILS**

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