

## HACKNEY CARRIAGE AND PRIVATE HIRE POLICY REVIEW OF VEHICLE REQUIREMENTS 2019

### MATRIX OF PROPOSED CHANGES

	Consideration	Options/Proposal/Change
1	<p><b>1.7 update of the associated and relevant Acts</b></p> <ul style="list-style-type: none"> <li>• Town and Police Clauses Act 1847 and 1889.</li> <li>• Local Government (Miscellaneous Provisions) Act 1976</li> <li>• Transport Act <b>1985 and 2000</b></li> <li>• Crime and Disorder Act 1998</li> <li>• Environmental Protection Act 1990</li> <li>• Disability Discrimination Act 1995</li> <li>• Equality Act 2010</li> <li>• Road Traffic Acts</li> <li>• Health Act 2006 and Smoke-free Regulations 2006/7</li> <li>• Deregulation Act 2015</li> <li>• <b>Human Rights Act, 1998</b></li> <li>• <b>Immigration Act, 2016</b></li> <li>• <b>Policing and Crime Act, 2017</b></li> </ul>	<p>Update to list of relevant Acts highlighted in red</p>
2	<p><b>19. As from 1/4/2022, all licensed Hackney Carriage Vehicles and all licensed Private Hire Vehicles must be fitted with at least a Euro 4 compliant engine for vehicles fitted with a petrol engine, or at least a Euro 6 compliant engine for vehicles fitted with a diesel engine.</b></p>	<p>Emissions – Update to the Council's policy regarding the type of engines that will be allowed to be licensed from 2022 once the policy is approved. This will allow those that are currently licensed to prepare for the future.</p> <p>Consideration to Grandfather rights to apply to those vehicles already licensed. New</p>

		vehicles will have to comply once the policy is approved. This is to assist in the long term objective of reducing pollution across the Borough
3	20.2. Applications for converted vehicles must be accompanied by written confirmation from the conversion company <b>or conversions which have not been “type approved “to M or M1 categories must be presented with approved certification that the specific vehicle meets the requirements of one of those categories.</b>	Please see point 15
4	38.2 list of new and existing testing stations	A tender exercise has been completed to increase the list of approved testing stations for providing Certificates of Compliance and accident inspections for the Hackney carriage and Private Hire vehicles
5	<b>Appendix M and N</b>  <b>The vehicle must comply with the Council’s current age policy and be able to meet the current vehicle emissions specification. The Council will not licence any new vehicle that since the date of first registration has been recorded by the DVLA as having sustained structural damage from a road traffic accident rendering it beyond economical repair (and insurance “write off”). This information can be found in Part 3 – special notes of the V5 registration certificate.</b>	Updated paragraph referencing the stance of the Council in respect of insurance “write off” vehicles

6	<p><b>Appendix M</b></p> <p><b>Evidence must be produced to prove that the vehicle complies with M or M1 categories.</b></p>	<p>The V5 Registration Certificate confirms all details of the vehicle, including the vehicle category.</p>
7	<p><b>Appendix M and N</b></p> <p><b>d. The minimum engine capacity for each vehicle is 1200cc, provided the engine is at least 95 bhp or 125 ps or greater.</b></p> <p><b>e. Dual fuel, hybrid and electric vehicles with the equivalent power will be considered on an individual basis on application.</b></p> <p><b>f. From 1<sup>st</sup> April, 2022 all licensed Private Hire Vehicles must be fitted with at least a Euro 4 compliant engine for vehicles fitted with a petrol engine, (Euro 3 compliant engines or older will not be permitted), or a Euro 6 compliant engine for vehicles fitted with a diesel engine. (Euro 5 compliant engines or older will not be permitted).</b></p>	<p>Paragraph updated so that power output can relate to hybrids and electric cars.</p> <p>Paragraph inserted to include dual fuel, Hybrid and electric vehicles</p> <p>Applicants will be required to prove that the engine of the vehicle is suitable. Any vehicle currently licensed with an engine older than the required euro emissions standard will be allowed grandfather rights until 2022.</p>
8	<p><b>Appendix M, N and O</b></p> <p><b>c. No vehicle shall be fitted with any form of additional film to darken or tint the glass on any part of the vehicle. Tinted windows will only be</b></p>	<p>Update to tinted windows to refer to specialist coachbuilder's specification – this</p>

	<p><b>permitted in accordance with the manufacturers or specialist coachbuilders specification and must comply with the Road Vehicles ( Construction and Use) Regulations,1986.</b></p>	<p>area will be inspected by our appointed testing stations. The coach builder's regulations relate to those vehicles that fit under the Novelty/Specialty category.</p>
9	<p><b>Appendix M</b></p> <p><b>9 c</b> All seats must be forward facing <b>(with the exception of the fold down seats fitted onto the bulkhead of a purpose built vehicle)</b> and adequate in size, shape and condition for passengers. <b>The seats must be designed for use by an adult and have a three point seatbelt.</b></p>	<p>Update regarding seating</p>
10	<p><b>Appendix M</b></p> <p><b>9 e</b> <b>Licensed drivers must provide reasonable levels of mobility-assistance to the disabled passenger and will be obliged to carry the passengers wheelchair, if the wheelchair user chooses to sit in a passenger seat during the journey.</b></p>	<p>Update regarding wheelchair carriage</p>
11	<p><b>Appendix M</b></p> <p><b>15 e</b> <b>No roof signs are permitted on PH vehicles, in order to distinguish PH vehicles and licensed taxis.</b></p>	<p>Clarification regarding roof signs on private hire vehicles</p>
12	<p><b>Appendix M, N and O</b></p>	

	<p><b>Material captured by the system shall be accessible to the Police, authorised officers of the Council, or the CCTV Operator. The system should be of evidential quality, indicate the time and date and be retained for a period of 31 days if an incident has taken place.</b></p>	<p>Update to CCTV in vehicles relating to use and retention of footage</p>
13	<p><b>Appendix N</b></p> <p><b>1.The vehicle must comply with the Council’s current age policy and meet the required current vehicle emissions standard. Hackney Carriage Vehicles must also comply with all aspects with the requirements of :-</b></p> <p><b>The Motor Vehicle (Type Approval) Regulations,1980</b></p> <p><b>The Motor Vehicle (Type Approval) Regulations(G.B),1984</b></p> <p><b>The Road Vehicles (Construction and Use) Regulations,1986.</b></p> <p><b>British and European Vehicle Regulations “type approved” to the requirements of the M and M 1 category of European Whole Type Approval (EWTVA)70/156/EEC as amended, or G.B/Low volume(small series )Type Approval.</b></p>	<p>New paragraph to bring clarification regarding Hackney Carriage specification</p>
14	<p><b>Appendix N</b></p> <p>The current approved Hackney Carriage Vehicles are listed below:-</p> <p><b><u>Purpose Built Hackney Carriage Vehicles</u></b></p> <ul style="list-style-type: none"> <li>• Citroen Sentinel</li> <li>• Citroen Le Cab Noir</li> <li>• Citroen Dispatch</li> <li>• Citroen Eurocab</li> </ul>	<p>Clarification of Vehicle list and update to include further models.</p>

	<ul style="list-style-type: none"> <li>• Fiat Dakota</li> <li>• <b>Fiat Doblo (rear loading).</b></li> <li>• Fiat Scudo</li> <li>• Fiat Eurocab</li> <li>• Fiat TW200 (Taxi range)</li> <li>• Ford Tourneo Custom</li> <li>• Mercedes Eurocab</li> <li>• Mercedes Vito</li> <li>• Nissan Voyager NX8</li> <li>• Nissan Primastar</li> <li>• Peugeot E7</li> <li>• Peugeot European</li> <li>• Peugeot Expert</li> <li>• Peugeot Expert Combi</li> <li>• Peugeot Voyager</li> <li>• Peugeot Partner (rear loading)</li> <li>• <b>Renault Partner (rear loading )</b></li> <li>• Renault Traffic</li> <li>• Vauxhall Vivaro (Combi)</li> <li>• <b>VW Caddy/ Caddy Max (rear loading )</b></li> <li>• <b>VW Eurocab (Transporter )</b></li> <li>• <b>VW Caravelle</b></li> <li>• <b>VW Shuttle</b></li> <li>• <b>VW Sharan</b></li> </ul> <p><b>The above list is not exhaustive, and other vehicles / models may be considered from time to time provided that they have the necessary “type approval “and/ or certification. Applicants are advised to check with the Licensing Team (before any purchase) whether or not a change of name / model will be approved by ESBC.</b></p>	<p>Red and bold type refers to new models being added to the list and a paragraph of explanation</p>
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15	<p><b>Appendix N</b></p> <p><b>4. Evidence must be produced to prove that each vehicle complies with M or M1 categories. Conversions which have NOT been type approved to M or M1 categories must be presented with approved certification that the specific vehicle meets the requirements of one of those (i.e. M or M 1 ) categories. The “minimum accepted standard” as a HC vehicle is any M1vehicle ( no N categories) adapted to be a wheelchair accessible vehicle, where the adaptations are approved by the Vehicle Certification Agency (VCA) and have VCA certification to EWVTA or G.B Low Volume Small type approval.</b></p> <p><b>5. HC vehicles that have been specially constructed or adapted for disability access and any M1 ( not M2 or N1 ) vehicles that have been adapted to be a taxi must have one of the following documents in order to demonstrate that the vehicle has been converted to an acceptable standard:</b></p> <p><b>a. Where the vehicle has come off the production line as a purpose built wheelchair accessible vehicle, there will be a Vehicle Certification Agency (VCA) certificate. This demonstrates that the vehicle has been constructed to an acceptable safety standard, providing there have been no changes to the layout of the vehicle since the VCA was issued.</b></p> <p><b>b. Where the vehicle is modified after production, but before first registration, there may be an Individual</b></p>	<p>Information for applicants as to what is required when licensing a Hackney Carriage wheelchair accessible vehicle</p>

	<p><b>Approval Certificate (IAC) available, which will demonstrate that the adaptations have been tested by DVSA (VOSA) and are to an acceptable safety standard, providing there have been no changes to the conversion since the IAC was issued .This may be referred to as a Statutory Individual Vehicle Approval (IVA) certificate.</b></p> <p><b>c. Vehicles that are converted for disability access after first registration must be submitted for a Basic Voluntary IVA. This is the route that vehicles are required to take where there is no VCA certificate or IAC available. Vehicles must be presented to the DVSA for a Basic Voluntary IVA inspection Class P – Personal Import. If the vehicle passes the inspection, it will receive a Certificate of Compliance (IVA 6) .The voluntary IVA checks the whole of the vehicle, not only the parts that have been converted and is similar to a very strict MOT test.</b></p> <p><b>d. Where the licensed wheelchair accessible vehicle has sustained damage to the structure which may affect the safety of passengers being carried in the vehicle, any documents provided to meet the safety requirements of the policy as part of the previous application process (i.e. VCA certificate, IAC or IVA 6) may be invalid. In these circumstances the Council will require the proprietor to submit the vehicle for a new basic voluntary IVA check and provide a valid IVA 6 certificate to the Licensing Team before the licence can be transferred back to the original vehicle.</b></p> <p><b>e. Where the vehicle is fitted with a mechanically operated ramp, a valid certificate/report confirming that the ramp complies with the requirements of the Lifting Operations and Lifting Equipment Regulations, 1998.</b></p>	
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	<p><b>f. Where non- mechanical ramps are used, confirmation from the proprietor of the vehicle that the ramps comply with the relevant provisions of the Work Equipment Regulations 1998. (Licensing Officers will check that the provision of non – mechanical ramps are being maintained) and where fittings are used to secure wheelchairs to the floor of a vehicle, a certificate / report confirming that all the fittings are intact and free from damage and wear.</b></p>	
16	<p><b>Appendix M</b></p> <p><b>For wheelchair accessible vehicles only, photographs of the vehicle, including seating, wheelchair restraints and ramps, may be taken and held on file for future reference. When transporting a wheelchair user, where a seat has been removed in order to accommodate a passenger in a wheelchair, proprietors must store the seat securely away from the passengers and drivers (e.g. in the boot or other suitable storage facility away from the vehicle).</b></p> <p><b>When transporting a wheelchair user, where the wheelchair user chooses to transfer to a passenger seat, proprietors must store the wheelchair securely away from the passengers and driver (e.g. in the boot). Licensed drivers must provide reasonable levels of mobility assistance to the disabled passenger.</b></p>	<p>Update for applicants as to what to expect when licensing a wheelchair accessible vehicle</p>
17	<p><b>Appendix M</b></p>	<p>Clarification and update regarding tilting seats</p>

	<p><b>14 e Where tilting passenger seats are fitted the seat must be forward facing (with the exception of the fold down seats fitted onto the bulkhead/partition of a purpose built hackney carriage), designed for adult use, and have a three point seatbelt.</b> Occasional (tip up) seats must be so arranged as to rise automatically when not in use.</p>	
18	<p><b>Appendix Q</b></p> <p>5 (4) Should a proprietor wish to have a licence plate and/or a door panel exemption they must apply to the licensing team.</p>	<p>In this paragraph the reference to Hackney Carriage vehicles being able to have a plate and panel exemption has been deleted as they cannot remove the roof signs and therefore a plate and panel exemption should not apply</p>
19	<p><b>Appendix AA</b></p> <p>Additional paragraph inserted: The term “exceptional vehicle” is used to describe vehicles which are over the age limit set by the Council, but that can continue to be licensed because of their condition. The status of exceptional vehicle only applies to vehicles <b>that are deemed to be in immaculate condition. Applicants must provide an independent automobile engineers report for vehicles outside of the council’s age restrictions to indicate that the vehicle is in immaculate condition. This report is in addition to the Council’s mechanical inspection .An additional fee will be charged for</b></p>	<p>For clarity as to what will be accepted as an exceptional vehicle. Criteria modified and updated. <b>Update in red bold type</b></p>

	<b>vehicles outside of the Council's policies to cover additional administration.</b>	
20	<p><b>Appendix BB</b></p> <p>In order to apply for an exemption from displaying identification panels and plates on your private hire or <b>hackney carriage</b> vehicle the following conditions will apply:</p>	Remove reference to Hackney carriage as legislation does not allow them to remove roof signs
21	<p><b>Appendix BB</b></p> <p>1. That the exemption applies only to occasions when you are carrying out executive type work. This exemption <b>does not</b> apply to occasions when you are carrying private individuals. <b>Exemptions are only granted in exceptional circumstances and for specialist businesses e.g. those businesses providing novelty vehicles such as stretch limousines and/or executive chauffeur businesses. Executive hire vehicles are to be used for purposes such as corporate bookings to transport employees and clients on business related journeys in a vehicle without obvious private hire plates and signage. The Council closely monitors the use of executive vehicles with plate and panel exemptions.</b></p>	Update in red to paragraph to emphasise what the exemption can be used for. Such exemptions are not to be used for standard private hire work/journeys
22	<p><b>Appendix BB</b></p> <p><b>8. The Licensing Authority will not grant exemptions from the signage requirements for hackney carriage vehicles.</b></p>	Exemptions cannot apply to HCV

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