



**WATFORD
BOROUGH
COUNCIL**

LICENSING COMMITTEE

21 October 2019

7.00 pm

Contact

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Committee Membership

Councillor A Dychton (Vice-Chair)

Councillors S Bolton, A Grimston, I Hamid, K Hastrick, P Jeffree, A Khan, B Mauthoor, M Mills, J Pattinson, G Saffery, R Smith, D Walford and R Wenham

Agenda

Part A - Open to the Public

1. **Apologies for absence**

2. **Disclosure of interests**

3. **Minutes**

The minutes of the meeting held on 17 July 2019 to be submitted and signed.

4. **Vehicle Licensing Policy 2019-2024** (Pages 3 - 197)

Report of the Business Compliance Officer.

The report asks the committee to consider the content and options contained therein with a view to adopting the Policy and agreeing a date for commencement and review.

PART A

Report to: Licensing Committee
Date of meeting: 21 October 2019
Report of: Business Compliance Officer
Title: Vehicle Licensing Policy 2019-2024

1.0 **Summary**

- 1.1 At the Licensing Committee on 20 November 2017, Members agreed on the need for the creation of a new vehicle licensing policy for hackney carriage and private hire vehicles. A review would look at the entirety of the current policy in light of emerging trends and technology and would support the Accessible Transport Project and the council's commitment to green travel.
- 1.2 The new policy should address a range of issues brought about by technology and its rapid development; such as electric vehicles, autonomous vehicles, CCTV and app booking systems. As part of continuous work to improve accessibility to transport, this policy should seek to address a number of ongoing issues, such as the use of door signs, livery and numbers of wheelchair accessible vehicles. The new policy should address and support the Council's commitment to becoming carbon neutral by 2030.
- 1.3 The new policy should address the issues of the current taxi and private hire market and the likelihood of the policy supporting business in Watford and ensuring high standards are maintained.
- 1.4 The policy presented to the committee on 21 October 2019 is the culmination of this work and provides a set of proposed policy requirements and conditions for the

licensing of taxi and private hire vehicles between November 2019 and November 2024.

1.5 Members are asked to consider this report and options contained within it with a view to adopting the Policy and agreeing a date for commencement and review.

2.0 **Risks**

2.1

Nature of Risk	Consequence	Suggested Control Measures	Response (Treat, tolerate, terminate, transfer)	Risk Rating (the combination of severity and likelihood)
Not implementing new policy	Vehicle licence conditions are in need of updating. There is a danger that current pace of change in the industry will present the licensing authority with questions regarding suitability that the current policy cannot answer	Implement new policy	Treat	High
Not implementing new policy	Failure to address issues raised in disability	Implement new policy	Treat	High

	accessible report and ongoing commitments to improving accessibility			
Legal challenge from incorrect decision	Negative perception of council and its licensing functions, and challenge through the Courts	Ensure that results of public consultations are thoroughly considered and amendments to proposed policy made where necessary	Treat	2

3.0 Recommendations

- 3.1 That the Policy is approved subject to any amendments proposed and approved by the Committee.
- 3.2 That the Policy is brought into force on 1 December 2019 or another date proposed and approved by the Committee.
- 3.3 That the Policy is to be reviewed within 5 years of commencement or another date proposed and approved by Committee.
- 3.4 That administrative amendments to the Policy (required by virtue of legislative changes, revised statutory guidance, a Council restructure or administrative procedural changes) may be made by the Group Head of Community and Environmental Services, the Head of Community Protection or the Business Team Manager. Amendments under this section are restricted to those required to accurately reflect the current legal or administrative position rather than amendments that change the focus of local policy.

Contact Officer:

For further information on this report please contact:

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Report approved by: Justine Hoy, Head of Community Protection

4.0 Introduction, Background and Principals

- 4.1 The council has powers under section 47 and 48, Local Government (Miscellaneous Provisions) Act 1976 to apply conditions to licences granted for hackney carriage or private hire vehicles.
- 4.2 There have been a number of updates and changes to policies for both hackney carriage and private hire vehicles since 1976. Many conditions are now standardised between the two types of vehicle licence but some distinctions remain such as the use of roof signs, door signs, taxi meters and the use of purpose built 'taxi' vehicles.
- 4.3 The last comprehensive review of the policies for vehicle licences, both hackney carriage and private hire, took place in 2015.
- 4.4 Current vehicle licence conditions and policy can be found at appendices 1, 2, and 3.
- 4.5 There are a number of principles guiding the review of the vehicle licensing policy. These are:
- The policy must provide confirmation for passengers, residents, visitors and other road users of the standards of safety and professionalism that are expected and can be found by those offering taxi and private hire services in Watford.
 - The policy must support the Council's commitment to improving air quality, reducing congestion and doing everything it can to be carbon neutral by 2030.
 - The policy must support the Council's commitment to ensuring and improving access for all to transport services.

- Any new policy must provide clear guidance to businesses operating or looking to operate hackney carriage (taxi) or private hire (minicab) services in Watford.
- The policy must allow for consistency in decision making by officers of the council.
- In creating this policy the council have taken advice, conducted detailed research and consulted with a number of public bodies, stakeholders and the public. All views have been considered and a proportionate outcome reached.
- All policies are the starting point for decisions.
- The policy will carry significant weight when applied to any decision. However, all decisions are taken on the merit of the individual case and where an applicant wishes to challenge a policy there is a lawful mechanism to do so by application to the Magistrates Court.
- When an applicant wishes to apply for a licence outside of the conditions within a policy, consideration must be given to that application. Certain unique situations may be referred to within any policy but any application will be by way of full consideration.

4.6 In order to inform the policy significant research was carried out in the latest trends and developments within the licensed trade, vehicle construction, environmental impact and technology more broadly. The key findings are:

- When choosing a service the majority of questionnaire respondents said they are most concerned about safety.
- Accessibility and the creation of an accessible service are likely to remain decisions for local licensing authorities for the foreseeable future despite expected statutory guidance from the Department for Transport.
- Autonomous vehicles are unlikely to be widely available soon and may never be available due to technical difficulties. Even when available there are questions over how these may work for all passengers as drivers are often a significant part of ensuring safety and offering assistance for customers for a variety of reasons.

- There is an opposing theory to full autonomy which proposes that a better use of technology may be to assist rather than replace drivers.
- Harmful emissions from internal combustion engines, particularly diesel engines, are decreasing though any positive impact this may have relies on owners upgrading to the newest models.
- A number of towns and cities have now implemented, or are considering implementing, clean air zones with daily charges for access to vehicles that do not reach the recommended euro emission standards. London is the most obvious example of this.
- The age of a vehicle may not necessarily impact directly on its overall safety as a well maintained vehicle can remain safe for many years.
- New electric vehicles are likely to have significantly longer lifespans than traditional vehicles as they have far fewer moving parts. They also do not carry oil which is also a pollutant if the vehicle is poorly maintained. However, greater vehicle weight (by average class size) may mean higher tyre wear under some driving scenarios. This wear contributes to particulate matter pollution and may require tyres and alignment to be checked more regularly.
- The current electric vehicle (EV) charging infrastructure is inadequate to support large scale use of EV's as taxis and private hire vehicles. This is now beginning to be addressed coherently at a local and regional level.

5.0 Consultations

Between 21 November 2018 and 31 March 2019, a transport questionnaire asked members of the public and trade representatives for responses on a wide range of transport, taxi and private hire specific questions. These questions were designed to assist in narrowing the issues at hand and to begin the formation of a number of proposed conditions. The questionnaire was promoted on the council's social media channels and stakeholders were contacted directly by text message. It is general practice to remind attendees at the professional driver update course of all upcoming consultations, surveys and questionnaires.

- 5.1 There were 76 responses in total, 32 from members of public and 44 from those within the trade. A summary of survey responses can be found at appendix 4. Responses came from across the Borough.
- 5.2 On 3 and 4 July 2019, two drop in consultation sessions were held at the Watford Town Hall. Over the two days, attendees were presented with information on proposed changes, information on current licence conditions for comparison purposes, background information on the development of the trade and transport in general, and a further survey of suggested changes to policy informed by the earlier questionnaire. The sessions were advertised in the local press, by text message to stakeholders and via the council's social media channels.
- 5.3 44 people attended these sessions. These were all members of the trade. 16 completed surveys were received following these sessions and responses informed the creation of the final proposed policy for consultation.
- 5.4 At licensing committee on 17 July 2019 the Committee agreed that the proposals developed as a result of these processes should be presented for consultation. This public consultation opened on 26 July 2019 and closed on 01 October 2019. The policy was summarised in a separate documents in order to assist understanding of a complicated process (appendices 5 and 6). Please note appendices 5 and 6 will need further amendment if the policy is approved as these documents were created to assist the consultation. New timescales for some sections have now been proposed based on feedback received from stakeholders. This update will be undertaken after approval.
- 5.5 The consultation was promoted in the local newspaper, trade magazines, online and through social media. Trade representatives were notified by email and text message. Other organisations such as Disability Watford, Watford Mencap, Age UK and Herts People First were also notified directly by email. A public drop-in session was held on 12 September 2019 at the Town Hall. The Business Compliance Officer also attended ranks and offices throughout the town to promote the consultation and take responses from drivers, operators and proprietors.
- 5.6 In total, 260 responses were received to the public consultation:
- 236 by way of the online survey
 - 17 at the drop-in session
 - 6 by email/telephone conversation

A written representation from the Watford Hackney Carriage Drivers Association can be found at appendix 7. The representation mentions issues beyond vehicle standards but it should be noted that no single element of the issues facing the trade can be looked at in isolation when considering the overall impact of any policy changes upon drivers.

5.7 The vehicle licensing policy does not form part of the council's Sustainable Transport Project. However, Members should be aware of the significant cross-over between these projects and the aims of the Sustainable Transport Project in general. It is clear that any policy concerning taxi and private hire vehicles will have significant impact on access to transport, clean air, and congestion within Watford.

6.0 **Equality Impact Assessment**

6.1 A detailed equality impact assessment has been prepared and is available at appendix 8

6.2 There are a number of potential negative impacts of this policy and these need to be considered carefully. Additionally, there is a further question over the general size of the policy and this has been addressed by creating a number of summary documents that will assist applicants to find out the information needed in order to make a decision on applying for or renewing a licence. These can be found at appendices 9, 10, 11, 12 and 13.

7.0 **Specific Proposals, Rational, Consultation Responses and Options**

7.1 This has been a complete review of vehicle licensing requirements. Members will be aware that at the licensing committee of 17 July 2019 the proposed consultation was discussed and a number of specific proposals highlighted as new. Other proposals are continuations of existing policy. Some proposals, particularly those based on current policy or law have drawn few comments from consultation respondents. For example, the need for a vehicle to have an MOT. Some proposals are straight-forward or required by other legislation, for example the need for a vehicle to be insured.

7.2 Nevertheless a huge amount of information and opinion was gathered during this review process. The full proposed policy consulted upon between 26 July 2019 and 01 October 2019 can be found in the background papers so as not to cause confusion with the final draft which contains amendments made following consultation.

- 7.3 The full policy outlines not only requirements and conditions but also the Council's overarching aims and objectives. Each suggestion within the policy and conditions has been considered with regard to available expert evidence and official guidance.
- 7.4 A summary of consultation responses can be found at appendix 14.
- 7.5 There was a very good response to the public consultation and some helpful suggestions for improvement. As this is a review of the regulations there are various changes to current policy across a range of conditions. However, some of these changes are very minor, for example, the change of wording permitted on hackney carriage roof lights. Therefore, for ease of understanding the policy proposals which have drawn considerable comment and/or are likely to have the greatest impact as new or amended requirements or conditions have been recreated in this report.
- 7.6 Where a policy proposal is the same as an existing requirement, or is amended in a minor way, has general or strong support, and has drawn no strong comment or request for amendment, or, the proposal is new but has drawn no adverse comment, the proposal or condition has not been replicated below but can be seen in full in appendix 15 and members may wish to discuss these first before further discussion of more complicated proposals.
- 7.7 In some cases because of the technical nature of licensing law some proposals drew comments where there is a legal rationale to the proposal. These are outlined below and reasons for the suggested proposal given.
- 7.8 The final proposed policy can be found at appendix 15.

8.0 Proposed Clauses and Conditions

8.1 Limitation of Numbers

Hackney Carriage Licences

On 19 March 2012 the Council set a maximum limit of 304 hackney carriage vehicle licences. This limit is a descending limit. When a licence is surrendered or revoked, the limit shall decrease by the number of licences which were surrendered or revoked.

Any exception to this strict policy is considered on a case-by-case basis by the Group Head of Community and Environmental Services in consultation with the Chair of the Licensing Committee.

This decision to limit numbers was taken following an unmet demand survey found that there was no significant unmet demand.

The council are confident there remains no unmet demand. Since 2012 the number of licensed hackney carriage has decreased and now stands at 278.

However, the council are mindful that no further survey has taken place and that to impose a limit is contrary to best practice.

Therefore, in view of the desire:

- not to restrict applications against best practice, but
- not to significantly increase the number of licences where there is no unmet demand,
- to support the council in achieving its goal of net-zero carbon emissions by 2030, and
- to improve the provision of wheelchair accessible vehicles

in addition to an exemption agreed on a case-by-case basis by the Group Head of Community and Environmental Services in consultation with the Chair of the Licensing Committee (current policy), the council will consider applications for new (changed to read *additional* hackney carriage licences *above the capped limit*) where the vehicle is:

- A wheelchair accessible vehicle, and;
- Zero emission capable, and;
- Displays the approved Watford Borough Council livery

Private Hire Vehicles

No powers exist for licensing authorities to limit the number of private hire vehicles that can be licenced.

Survey results:

Strongly supported – 76% strongly agree or agree. 7% no opinion

Comments Received:

There were a significant number of comments received in relation to this proposal and the committee are referred to appendix 16, a list of comments received as part of the public consultation.

A representation from one respondent suggested that firms may wish to use a distinctive company livery and the requirement to use the Watford livery may unnecessarily restrict this opportunity.

The wording of the final condition has been amended to make clear that this condition is only relevant for completely new licences and not for drivers relicensing existing vehicles where a full range of vehicle types is still available.

8.2 Hackney Carriage Vehicle Intended Use Policy

Proposed clause or condition:

Hackney Carriages licences were initially created in order to provide for public transport convenience within local areas.

In keeping with this intended use Watford Borough Council has a policy to determine whether or not the grant of a licence would unfairly impact upon another potential applicant if that vehicle is not actually going to be used predominantly within the borough area.

This is particularly important in Watford where a cap is maintained on the number of licences that can be issued.

Applicants for a new hackney carriage vehicle licence will be expected to demonstrate a bona fide intention to ply for hire within the administrative area of Watford Borough Council under the terms of the vehicle licence for which the application is being made.

There will be a presumption that applicants who do not intend, to a material extent, to ply for hire within the administrative area of Watford Borough Council will not be granted a hackney carriage licence authorising them to do so.

Survey results:

Strongly supported – 79% Strongly Agree or Agree. 15% no opinion.

Comments Received:

There were a significant number of comments received in relation to this proposal.

Some felt this to be needlessly restrictive while others stated that the law already covered this situation.

The law permits hackney carriages to work in other areas as private hire vehicles.

8.3 Dual Licensing

Dual licensing or ‘plating’ of a vehicle presents a number of practical issues.

The first arises in that once licensed as a hackney carriage, a vehicle is always a hackney carriage and therefore cannot also be licensed or insured as only a private hire vehicle.

The second concern arises in that licence conditions can differ significantly from one authority area to another. It is therefore very difficult to ensure that all conditions are being met as some may be contradictory, for example a requirement to display a local telephone number.

For these reasons any vehicle already licensed with another Licensing Authority as a hackney carriage or private hire vehicle will not be licensed.

Licences granted to vehicles later found to be licensed with another Licensing Authority will be revoked.

Survey results:

Generally supported – 70% Strongly Agree or Agree. 15% No opinion.

Comments Received:

There were a significant number of comments received in relation to this proposal.

Some felt this to be anti-competitive.

The clause is proposed due to the legal issues with licensing a vehicle which may have differing standards in a neighbouring district. For example, a vehicle licensed as a private hire vehicle in District A where roof lights are permitted would not be permitted a roof light in Watford. Door sign conditions may vary. Insurances for a private hire vehicle are distinct from those for hackney carriage.

8.4 Age Limits for vehicles at first time of licensing

Proposed clause or condition:

At time of first licensing as a hackney carriage or a private hire vehicle a vehicle powered only by an internal combustion engine must be no more than 7 years old at the date of application.

At time of first licensing as a hackney carriage or a private hire vehicle a vehicle (other than a wheelchair accessible vehicle) powered by a petrol/electric-hybrid engine must be no more than 9 years old at the date of application.

At time of first licensing as a hackney carriage or a private hire vehicle a vehicle (other than a wheelchair accessible vehicle) powered by an electric motor with or without on-board range extending generator must be no more than 12 years old at the date of application

Any zero-emission capable (petrol/electric-hybrid/electric with or without range extender) wheelchair accessible vehicle must be no more than 15 years old at the date of application

For this policy, the age of the vehicle refers to the year in which it was registered with the DVLA - for example, a vehicle first licensed in 2020 may not be registered earlier than 01 January 2013.

Any vehicle that does not comply with European Community Whole Vehicle Type Approval (ECWVTA) will not be licensed past 31 March 2020.

Survey results:

Generally supported – 65% Strongly Agree or Agree. 11% No opinion

Comments Received:

There were a significant number of comments received in relation to this proposal and the committee are referred to appendix 17, a list of comments received as part of the public consultation.

Additionally:

A number of respondents commented that this was too complicated.

A number commented that the age allowances were too generous.

A number suggested alternatives such as euro 6 for all and 10 year old vehicle.

Options for amendments and reasoning

The suggested options are complicated. This was to allow for a graded approach to give local business time to adapt to the requirements. The longer periods of time for EV's is based on the fact that such vehicles are more expensive to buy but also likely to remain in better condition for longer than traditional ICE vehicles due to less mechanical wear. As such, it was felt that this time period was reasonable.

Members may wish to simplify the requirements as suggested by survey responses and by members of the licensing team.

A new layout has been proposed for clarity and this is included in the final policy at appendix 15. The age of vehicles in each category has been simplified:

All time periods are given from the date of first registration.

Hackney carriage or a private hire vehicle (of any design) powered only by an internal combustion engine (traditional car engine)	no more than 7 years old at the date of application.
Hackney carriage or a private hire vehicle (other than a wheelchair accessible vehicle) powered by a petrol/electric-hybrid engine	no more than 7 years old at the date of application.
Hackney carriage or a private hire vehicle which is a fully wheelchair accessible vehicle powered by a petrol/electric-hybrid engine	no more than 9 years old at the date of application
Hackney carriage or a private hire vehicle (of any design) powered by an electric motor with or without on-board range extending generator	no more than 9 years old at the date of application

8.5 **Maximum Age of Vehicle before Replacement/Emission Standards**

The Department for Transport Best Practice Guidance 2010 reminds licensing authorities that it is perfectly possible for an older vehicle to be in good condition and that the setting of an age limit beyond which they will not licence vehicles may be arbitrary and disproportionate.

Keeping a vehicle in good mechanical condition prolongs the life of the vehicle, helps to reduce the overall lifetime carbon footprint of that vehicle, ensures clean combustion of fuel and reduces emissions caused by reduced vehicle efficiency (worn suspension, tyres etc leading to lower miles per gallon (MPG)).

The council also recognises that there is a significant difference between old diesel vehicles and new, euro 6 diesel engines, which have low levels of emissions at a comparable level to their petrol counterparts. However, in spite of new vehicle emission requirements, real world emission testing suggests these levels are still exceeded in day to day driving conditions and regular maintenance and repair remains an integral part of reducing pollution. New MOT emission testing requirements introduced in May 2018 were intended to improve the accuracy of real world emission testing and to ensure that as a vehicle ages, it does not significantly increase the pollution it produces.

The maximum age limits imposed by this policy on existing licensed vehicles are therefore considered necessary and proportionate to protect the environment and, in doing so, public safety by encouraging proprietors to licence newer less polluting models which will have no maximum age limit imposed upon them.

Proposed clause or condition:

Any vehicle registered before January 2006 will not be relicensed after 31 March 2020.

Any zero emission capable/hybrid/electric vehicle already licensed by the Council and first registered with the DVLA after 01 January 2006 *and before 01 January 2013* shall not be relicensed after April 2023.

To qualify under this age condition exemption a zero emission capable/hybrid/electric vehicle must be able to travel at least 25 miles continuously on a single electric charge.

Any diesel vehicle not rated as at least Euro 5b (or equivalent petrol-hybrid/zero emission capable) will not be licensed from April 2021.

Any petrol vehicle not rated as at least Euro 5 (or equivalent petrol- hybrid/zero emission capable) will not be licensed from April 2021.

Any diesel vehicle not rated as at least Euro 6 (or equivalent hybrid/zero emission capable) will not be licensed from April 2023.

Any petrol vehicle not rated as at least Euro 5b (or equivalent hybrid/zero emission capable) will not be licensed from April 2023.

Any vehicles (diesel or petrol or alternative fuel) reaching euro 6 emission standards or higher (*including zero emission and fully electric vehicles*) shall not have any maximum age limit imposed.

Survey results:

Generally Supported - 65% Strongly Agree or Agree. 16% No opinion

Comments received:

There were a significant number of comments received in relation to this proposal and the committee are referred to appendix 18, a list of comments received as part of the public consultation.

It is accurate to say that this condition is likely to have the biggest impact on the local trade and has caused the greatest concern. Trade members expressed significant concerns that this is too complicated, expensive and the timescales to allow businesses to adapt are too short.

In particular those driving vehicles registered before 2006 face the requirement to change within 5 months. A significant proportion (21 of 45) of the Borough's wheelchair accessible vehicles are older than 2006. This would mean a significant loss for access in the short term and there is no guarantee that drivers having to change vehicles would choose to buy another wheelchair accessible vehicle, particularly in view of the costs involved and the generally reported level of earnings among the trade in Watford. In total, there are currently 32 vehicles licensed which were first registered before January 2006, 26 hackney carriages and 6 private hire vehicles

Proprietors of vehicles up to 2012 registration potentially face the requirement to change vehicles by April 2021. This will depend on individual vehicle engine emission ratings.

Proprietors commented that they had recently purchased fairly new cars in good faith and that these cars would be redundant too soon.

A breakdown of euro emission standards can be found at appendix 19.

Amendments/further information:

Proprietors proposed a new scale and of 17 attendees to the 12 September open day, all were in agreement with this scale.

A new layout and timeframe has been proposed for clarity and this is included in the final policy at appendix 15. Adopting this timeframe will allow more time for drivers of wheelchair accessible vehicles to purchase new.

At time of licensing, from date below:

01 April 2022	No vehicle first registered with the DVLA before January 2006 will be licensed or re-licensed.
01 April 2025	Any vehicle using diesel or petrol fuel only (or diesel or petrol alternative such as biofuel/LPG) must be rated as at least Euro 6. Any petrol/electric hybrid must be at least Euro 5a.

Any vehicle that does not comply with European Community Whole Vehicle Type Approval (ECWVTA) or equivalent (section 12.1) will not be licensed past 31 March 2020.

8.6 Engine Size

Proposed clause or condition:

Where a vehicle is powered only by an internal combustion engine (ICE) the engine shall produce at least 90hp and 200 NM torque.

Survey results:

Generally supported – 52% Strongly Agree or Agree. 42% No opinion.

Comments Received:

A majority in support but many had no opinion or did not respond to this question.

One comment asking how we would monitor this if modifications were made. Modifications are not permitted without permission of the council by virtue of conditions to be attached to the licence.

Amendments/further information:

Members may wish to remove this clause and remain as per current policy where no engine size is stipulated.

8.7 Accident/crash repaired vehicles

In line with recommendations in this guidance, it is expected that vehicles categorised as A or B write offs will have been disposed of. Only vehicles categorised as N or S insurance write offs may be presented for licensing.

Applicants must produce an engineer's report detailing the repairs made to the vehicle.

Where a V5C has comments in the special information section concerning previous accidents or repairs or any comment that gives rise to concerns over the safety of the vehicle it shall be the duty of the applicant to provide additional information to satisfy the authority that the vehicle is safe to be licensed

Survey results:

Strongly supported – 83% Strongly Agree or Agree. 8% No opinion.

Comments Received:

Comments given were strongly in support and some suggested no accident crash repaired vehicles of any category.

8.8 Autonomous Vehicles/Assistive Technology

The five levels of autonomous vehicle are categorised by level by the Society of Automobile Engineers.

Application for licenses for vehicles capable of and intended to be, for any period of time, operated autonomously at levels three, four or five (as defined) will be considered on a case by case basis.

In general a vehicle that cannot be driven by a human being (i.e. level five autonomous -without a steering wheel) **shall not** be considered for use as a licensed vehicle on public roads.

In general any vehicle capable of operating autonomously will only be licensed where it can be shown that the driver will remain in control of the vehicle and that there are systems in the vehicle that monitor the driver's performance.

Vehicles with driver assistive features such as radar controlled assistive braking, cruise control and parking will be permitted.

Assistive Technology must not be used to allow the driver to relinquish control of the vehicle at any time when carrying passengers.

Survey results:

Strongly supported - 78% Strongly Agree or Agree. 5% No opinion.

Comments received:

A number of respondents commented that they would not feel comfortable or safe using such technology and preferred the driver to remain in control.

However, there were a number of respondents who, although agreeing with this clause at this time, stated that this should be reviewed as technology progresses and perhaps sooner than the intended expiry of the policy.

Related conditions:

Assistive Technology must not be used to allow the driver to relinquish control of the vehicle at any time when carrying passengers.

8.9 Credit/Debit Card Machines

The council recognises that there is significant increase in the number of customers wishing to pay for journeys by card. Card machines have many advantages. They reduce the amount of cash carried by drivers and they prevent customers having to visit cash machines or to leave valuable items as deposits with drivers if the money to pay for the journey is at home.

There are a number of passengers who may not wish to pay by card for various reasons including reasons of accessibility.

Proposed Clause or Condition:

A debit or credit card machine of the proprietor's choice may be installed.

If a card machine is advertised as in use it must be available for every passenger unless a fault prevents its use.

Survey results:

Strongly supported – 91% Strongly Agree or Agree. 3% No opinion.

Comments received:

The majority of comments received concerned the idea that card machines should be compulsory rather than optional. Survey results from 2018-2019 gave broad support for card machines among customers with a majority of proprietors accepting card payments. Some respondents commented that they would not feel comfortable using a card machine in a taxi or private hire vehicle for security reasons. A compulsory machine would not enforce use by the customer and an option for amendment is below.

8.10 **Options for amendment:**

A debit or credit card machine must be installed and be made available for every passenger at all times the vehicle is used for work.

First Aid Kit

Proposed Clause or condition:

Proprietors may carry a first aid kit for their use if they choose to do so. Where a proprietor carries a first aid kit they must:

- Ensure it meets the requirements of the Health and Safety (First-Aid) Regulations 1981
- Keep an accident reporting log in the vehicle

Survey results:

Strongly supported – 78% Strongly Agree or Agree. 5% No opinion.

Comments received:

The majority of comments concerned the first aid kit being compulsory. Some mentioned training for drivers.

This is difficult to reconcile with the fact that drivers are not currently trained and not obliged to perform first aid on customers. The kit was originally required for the driver's own use.

Amendments/further information:

The kit could remain a mandatory condition. Most drivers report never having used the kits in many years of work and there is a difficulty in enforcing use of kit on anyone carried in the vehicle.

8.11 High Visibility Safety Vests

Breakdown by the side of a major road or motorway carries with it a significant risk to passenger and driver safety.

Proposed Clause or condition:

A number of fluorescent/high visibility safety vests equal to the carrying capacity of the vehicle must be carried for use by passengers and driver in an emergency situation.

Survey results:

Generally supported – 70% Strongly Agree or Agree. 14% No opinion.

Comments received:

Proprietors not in favour stated that the vests would take up too much space or be too expensive. Some commented that it would be a waste of time searching for vest in an evacuation.

Amendments/further information:

Fluorescent vests roll up to very small sizes and are not expensive.

This clause could be removed if deemed unnecessary by members.

8.12 Fire Extinguishers

The byelaws for hackney carriages require that a fire extinguisher be carried. However, it is recognised that advice from the fire brigade in most cases of vehicle fire are that passengers and drivers should evacuate the vehicle and move away to a safe distance. Furthermore, the size of the fire extinguisher currently carried by most licensed vehicles is insufficient to put out a serious vehicle fire. The value of carrying a fire extinguisher is therefore questionable. Nevertheless, on balance it is reasoned that carrying a fire extinguisher is generally worthwhile given the small size and low cost of an extinguisher that may prove useful.

Proposed clause or condition:

Vehicles must carry a well maintained fire extinguisher of a size deemed appropriate by the proprietor.

Extinguishers must be securely stored in the vehicle in a fixed and easily accessible location.

Survey results:

Strongly supported – 81% Strongly Agree or Agree. 12% No opinion.

Comments received:

Just over half of comments agreed with this proposal. Some commented that it was an obsolete law.

Amendments/further information:

Although many proprietors comment that this is an unnecessary precaution as the extinguisher is under sized for the required job and is unlikely to be used in an emergency, for hackney carriages it is a requirement of the byelaws as stated and so removal of the requirement is not possible.

It is possible for this clause to be removed for private hire vehicles.

8.13 Defibrillators

Vehicle proprietors may carry a defibrillator if they choose to do so.

Where a proprietor carries a defibrillator they must:

Receive satisfactory training in the use of the machine and provide certificated evidence to prove training.

Obtain the defibrillator from a recognised supplier of genuine quality machines and proof of purchase will be required.

Mount the defibrillator securely in a location where it cannot be accessed by passengers unless directed.

Survey results:

Generally supported – 73% Strongly Agree or Agree. 14% No opinion.

Comments received:

Most comments question whether or not this needs to be regulated. Some stated that it is unlikely to be an issue for most drivers.

Amendments/further information:

Members may wish to remove this optional condition. This clause is included in order to ensure that if a proprietor does wish to fit a defibrillator, it is of good quality and professional fitted.

8.14 CCTV

The purpose of the CCTV system shall be to provide a safer environment for the benefit of the driver and passengers by:

- Deterring and preventing the occurrence of crime
- Reducing the fear of crime
- Assisting the Police in investigating incidents of crime
- Assisting insurance companies in investigating motor vehicle accidents

The Guidance recommends that licensing authorities look sympathetically at the installation of security measures in licensed vehicles, including CCTV systems, as a means of providing some protection for vehicle drivers.

CCTV in a licensed vehicle can benefit the trade by deterring and preventing criminal activity within a licensed vehicle, reducing the number of customers who fail to pay or abuse drivers and, where incidents have occurred, by providing information to assist the police in taking action. Insurance companies investigating insurance claims are also assisted by CCTV and this may have the added benefit to drivers by reducing their insurance premiums.

Whether CCTV (or other enhanced security measures) are installed or not, the hackney carriage and private hire vehicle trades are encouraged to build good links with the local police force, including participation in any Community Safety Partnerships or equivalent.

In April 2019 the DfT consultation on proposed statutory guidance sought views on a condition to make CCTV mandatory within licensed vehicles. In their response to this consultation, the Surveillance Camera Commissioner commented,

“Blanket licensing may be disproportionate and should only be used where there is a strong justification”

The Council recognises that there are benefits to the trade (as well as passengers) where CCTV is installed in licensed vehicles. However, in line with the comments of the Surveillance Camera Commissioner and the Code of Practice concerning the use of CCTV, the Council does not feel that it should be a requirement of the licence at this time.

It is considered that the undertaking of such measures should be left to the judgment of individual operators, owners and drivers who are best placed to make the necessary decisions on safety, privacy and customer service.

There are data protection concerns arising from the use of such surveillance and proprietors of licensed vehicles are responsible for ensuring that installed CCTV conforms not only to the Council’s requirements but also any relevant applicable legislation, such as the General Data Protection Regulations (GDPR) and the Data Protection Act 2018.

Proprietors may install CCTV, both internal facing and external facing.

Where CCTV is installed, the following conditions must be met:

1. That the appropriate person responsible for the camera is registered as the Data Controller under the Data Protection Act 2018 and is responsible for ensuring compliance with that Act and associated legislation;
2. The use of the camera and the footage complies with the relevant guidance of the Information Commissioners Office (ICO);

3. The footage must remain “tamperproof” and be accessible only to the proprietor or a responsible third party;
4. Vehicles must display adequate signage notifying customers of the use of cameras, how long data is stored for and how customers can access the data;
5. Drivers must provide example documentation of a CCTV usage policy, Privacy Impact Assessment and Subject Access Request application.
6. Drivers must provide an in date copy of ICO registration certificate

Survey results:

Strongly supported – 80% Strongly Agree or Agree. 8% No opinion.

Comments received:

Many customers comment that they would like CCTV to be mandatory.

Some feel that they would prefer the CCTV system to be managed by and accessible to only to a specified authority such as the council or police.

Some respondents felt that drivers may misuse the footage or may not comply with all regulations.

Amendments/further information:

Drivers are generally supportive of the concept of CCTV but very few have installed a camera. There appears to be a number of possible reasons for this:

Perceived cost weighed against benefit

Privacy concerns

Long term experience of dealing with customers anyway

Concerns over escalating confrontations

There are some local authorities which have made CCTV mandatory but they are very much in the minority at this stage.

If an amendment is required to change the proposal from ‘may’ install to ‘must’ install further work would be needed to justify the imposition on privacy, the

expected standard of equipment and discussion over access and data controller responsibility.

8.15 **Vehicle Plates**

Proposed clause or condition:

Additional ability to use magnet as well as permanently attached.

Survey results:

Strongly supported – 89% Strongly Agree or Agree. 8% No opinion.

Comments Received:

Most felt this was a basic requirement although one commented that it was unnecessary and a small sticker would suffice.

One person requested that the plate numbers also be added to the door signs.

Amendments/further information:

The permanent attachment of plates is sometimes an issue depending on fixing method. Proprietors are reluctant to drill holes in car bodywork. A plastic mounting bracket is available and some proprietors use these but these have problems also where the design of the vehicle makes this bracket unsuitable or the bracket makes damage to the plate more likely.

Some vehicles are made of non-metallic components and in these cases proprietors would have no option but to use a bracket.

8.16 **Door signs**

Proposed clause or condition:

Door signs are often vital tools for passengers to recognise legitimate taxi and private hire vehicles. The council understands that many operators now use text messaging systems to alert customers to the correct vehicle but this method does

not assist all passengers, particularly those who cannot or do not use such technology. The council therefore considers door signs an essential accessibility feature.

Hackney Carriages

Hackney carriages that do not display a livery (see section 14.5) must display door signs of a type and style approved by the Council's officers.

Signs must be attached to the front doors only.

Drivers must not, without reasonable excuse, fail to display such signs at all times that the vehicle is hired, plying for hire (including waiting on a rank), on the way to collect a passenger or otherwise used as a hackney carriage.

Survey results:

Strongly supported – 81% Strongly Agree or Agree. 12% No opinion.

Comments Received:

Of 78 responses to this question, only six left a comment. Two were against door signs entirely, three were supportive and one was no opinion.

Amendments/further information:

See below for summary of door sign issues.

Private Hire Vehicle

Private Hire Vehicle door signs must be pre-approved by the Council's officers.

At all times when the vehicle is in use for work door signs MUST be applied to the driver's and front passenger door of such dimensions and colours as may from time to time be approved by the Council.

Signs must bear:

the words “Private Hire - Advance Bookings Only”;

the operator’s name and/or telephone number,

but may not contain the words “Taxi” or “Cab”.

Door signs must be maintained in a clean, readable and undamaged state.

Survey results:

Strongly supported – 78% Strongly Agree or Agree. 18% No opinion.

Comments Received:

In similarity to comments concerning hackney carriage door signs, most respondent did not leave a comment.

One stated that door signs should be permanently attached for security reasons. Another commented that they should not be necessary for those undertaking chauffeur work.

Amendments/further information:

Members will be aware that the issue of door signs has been raised at previous committee meeting.

It is often stated that door signs are a valuable way of identifying licensed vehicles for a number of customers. They further allow identification of the vehicle by enforcement agencies or other people who may wish to report incidents concerning driver behaviour. In all, they are a valuable safety addition.

In opposition to this view is the idea that with increasing use of technology, door signs are redundant; that passengers identify vehicles through other means (apps/text messages) and that in reality, the identification of vehicles by door signs is very rarely, if ever, sufficient for use in enforcement purposes.

The use of technology, though increasing, does not take in to account the huge number of passengers who do not use such technology (56% of respondent to the first consultation survey, November 2018 – see appendix 4).

When discussing the issue of signage with operators as part of the visits to offices, it was suggested that some distinction be made between executive type private hire vehicles, and hackney carriages in order that customers understood the difference more clearly and to encourage drivers to commit to investing in the business that best suited their needs and desired outcomes.

8.17 Livery

Until 2010 Hackney Carriages in Watford were required to display a livery. This requirement was removed but it is the opinion of the council that for reasons of safety, accessibility and recognition, a livery would be advantageous.

However, it is also recognised that the services offered by hackney carriages in Watford are many and varied and a livery may not suit every proprietor. Hackney Carriages now perform many functions traditionally undertaken by private hire vehicles, such as executive hire and corporate account work and in these cases, a livery may hinder the business.

In seeking to strike a balance, the council have introduced a voluntary livery. The livery shall standardise design to ensure that drivers who wish to take advantage of clearly advertising the high standards of Watford hackney carriages can now do so.

Hackney carriages may display a livery.

Where the livery is displayed it must be in accordance with the approved livery of black vehicle with yellow bonnet stripes, yellow boot stripes and yellow roof stripes to a standard colour code approved by the council

There are no livery requirements for private hire vehicles.

Survey results:

Generally Supported - 67% Strongly Agree or Agree. 22% No opinion.

Comments received:

Of those who left comments, most thought this was a good proposal in order to make taxis stand out.

One person stated that this was a waste of time.

Amendments/further information:

This is a contentious subject but as a voluntary condition (other than for additional licences issued as per policy section 5) it is designed to give those proprietors who do feel it to be beneficial, the proper guidance in an acceptable design.

The proposal has not received overwhelming support either in the general policy or in relation to section 5.

Exemptions from display of signage etc.

Proposed clause or condition:

8.18 Hackney Carriage

Exemption from displaying the council approved door sign is only available where an alternative door sign of an approved design is displayed in the same place on the front doors. Applications for alternative door signs must be made in accordance with the requirements of section 14.6 (Advertisements). Applications will only be considered where the alternative sign is a form of advertising for a taxi firm or operator.

There is no exemption from displaying a roof sign.

There is no exemption from displaying a vehicle plate.

Survey results:

Generally supported – 62% Strongly Agree or Agree. 25% No opinion

Comments Received:

Most comments were in support but some stated that door signs should be permanently attached.

One comment asked for door signs to be scrapped completely.

Amendments/further information:

This clause was proposed to enable hackney carriage proprietors to display company signs in lieu of WBC signage. This would reduce signage on vehicles but still enable easy identification of the vehicle as a hackney carriage.

Private Hire Vehicles

Door Signs

An exemption for the display of door signs is available.

An exemption for the display of door signs will only be granted where the proprietor can provide written evidence in support of the application from a company requesting to use their services without door signs. This evidence must be corroborated by the private hire operator.

Where an Exemption Certificate has been issued for the vehicle by the Council, a magnetic sign may be applied instead to the driver's and front passenger door providing that it meets the requirements stated in section 14.2 and in addition contains in prominent figures the number of the vehicle plate issued to that vehicle. The magnetic signs must be displayed on the vehicle whilst it is being used for Non-Contract Work and may be removed whilst being used for Contract Work.

Within this condition:

Contract Work means journeys undertaken for hire or reward as part of a regular course of business with a particular client or customer as determined to the satisfaction of the Council's officers;

Non-Contract Work means all other journeys for hire or reward including those conducted for the purposes of conveying children to or from any school or educational establishment.

Vehicle Plate

An exemption for display of vehicle plate is available.

An exemption for display of vehicle plate will only be granted where the vehicle is to be used exclusively for work under contract (as defined above) where bookings are:

- made at least 24 hours in advance;
- references from clients supports the use of the vehicle where no plate should be displayed, and;
- payments for such bookings are made by invoice or account.
- evidence is provided by the private hire operator to support the application

In such cases where an exemption to displaying a plate is granted, the vehicle shall instead display a disc issued in its place. The disc shall be displayed in the front windscreen of the vehicle.

Survey results:

Supported – 53% Strongly Agree or Agree. 35% no opinion.

Comments received:

One comment that this seemed unnecessarily complicated. Of seven responses in total, three stated there should be no exemptions allowed.

Amendments/further information:

There are occasions when door sign and plate exemptions are required for legitimate business purposes. This clause allows for decisions to be made in a proportionate and consistent manner.

8.19 Tuk Tuks, Rickshaws, Velotaxis and Pedicabs

Over recent years a number of licensing authorities across the country have received enquiries concerning the licensing of numerous types of small vehicle such as tuk tuks, rickshaws, velotaxis and pedicabs as private hire vehicles or hackney carriages.

Non-motorised vehicles cannot be licensed as private hire vehicles.

In order for applications for motorised vehicles to be determined applicants will be required to demonstrate how they propose to comply with this policy.

In respect of hackney carriages, which can be motorised or non-motorised, there are a number of issues that need to be considered including the current numerical limit on licences and wheelchair accessibility.

The driver of any hackney carriages and private hire vehicle needs to hold an appropriate drivers licence issued by the council and the same would be required were any other type of vehicle to be licensed.

Applicants wishing to licence any type of vehicle similar to a tuk tuk, rickshaw, velotaxi or pedicab should consider this policy and aim to demonstrate how they propose to comply with the relevant requirements.

Any decision on the grant of such a licence will only be taken by the Group Head of Community and Environmental Services or the Head of Community Protection in consultation with the Chair of the Licensing Committee.

If the Council were minded to grant licences for tuk tuks, rickshaws or pedicabs appropriate conditions would need to be attached and these may be in addition to conditions imposed under this policy.

Survey results:

Generally supported – 60% Strongly Agree or Agree. 20% No opinion.

Comments Received:

Although generally supported, many comments left in this section were opposed to the licensing of such vehicles.

Amendments/further information:

There have been no applications for this type of vehicle to date. The type was not included in the current policy and inclusion provides guidance to allow for a decision to be made in each individual case should an application be made.

8.20 Other Novelty or Specialist Vehicle Types falling outside of this policy

The Council understands that there may be occasions where a unique vehicle is suitable for use as a licensed vehicle. This policy aims to give comprehensive advice but it is always possible that particular needs may not be met. Any vehicle not conforming to the regular standards required may be considered as a novelty or specialist vehicle on application.

Any person wishing to licence any vehicle that falls outside of this policy should apply in writing to licensing team giving reasons for the application.

An application must be accompanied by a full explanation of a business proposal and reasons as to why the grant of a licence should be considered.

Any decision on the grant of a licence to a specialist, classic or novelty vehicle will only be taken by the Group Head of Community and Environmental Services or the Head of Community Protection in consultation with the Chair of the Licensing Committee.

Survey results:

Generally supported – 69% Strongly Agree or Agree. 23% No opinion

Comments received:

In general comments supported the principal of this clause.

Amendments/further information:

There have been no applications for this type of vehicle to date. The type was not included in the current policy. Similarly, motorcycles were not considered as an individual type although some authorities do allow the licensing of motorbikes. Inclusion of this clause provides guidance to allow for a decision to be made in each individual case should an application be made, including an application to licence a motorbike.

If the policy is approved either as it stands or as amended, the policy shall take immediate effect. In order that the policy is accessible to all, further documentation shall be created and published including the summary documents at appendices 8, 9, 10, 11 and 12. A summary policy checklist as at appendix 6 and online documents and videos to assist.

9.0 Implications

9.1 Financial

9.1.1 The Shared Director of Finance comments that there are no financial implications in this report.

9.2 Legal Issues (Monitoring Officer)

The Group Head of Democracy and Governance comments the policy is to promote and protect public safety pursuant to Statutory requirement. To encourage professional service within the Borough. It is good practice which assists in consistent decision making, with each case being considered on its own merits.

Appendices

- *Appendix 1 Current Hackney Carriage vehicle licence conditions*
- *Appendix 2 Current Private Hire Vehicle licence conditions*
- *Appendix 3 Current Private Hire Vehicle licence policy (additional)*
- *Appendix 4 Questionnaire Summary*
- *Appendix 5 Vehicle Licensing Policy Consultation Summary*

- *Appendix 6 Vehicle Licensing Policy Check Sheet*
- *Appendix 7 Representation from WHCDA*
- *Appendix 8 Equality Impact Analysis*
- *Appendix 9 Vehicle Licensing Policy Summary - Vehicle age, type and design*
- *Appendix 10 Vehicle Licensing Policy Summary – Additional requirements*
- *Appendix 11 Vehicle Licensing Policy Summary – Wheelchair accessible vehicles*
- *Appendix 12 Vehicle Licensing Policy Summary – Limousines, Tuk Tuks, Rickshaws, novelty/other vehicles*
- *Appendix 13 Vehicle Licensing Policy Summary*
- *Appendix 14 Public Consultation summary of results*
- *Appendix 15 Vehicle Licensing Policy 2019-2024*
- *Appendix 16 Summary of comments public consultation*
- *Appendix 17 Summary of comments public consultation*
- *Appendix 18 Summary of comments public consultation*
- *Appendix 19 Euro Vehicle Emissions Table*

Background Papers

WBC Hackney Carriage Byelaws

<https://www.gov.uk/government/publications/air-quality-taxis-and-private-hire-vehicles-phvs-database-guidance/the-air-quality-taxi-and-private-hire-vehicles-database-england-and-wales-regulations-2019-statutory-guidance>

<https://www.sciencedirect.com/science/article/pii/S0048969717333296>

ICCT Euro6 briefing Jun 2016

ICCT_PEMS-study_diesel-cars_2014_factsheet_EN

Avril KPMG

WSP – New Mobility Now

Next Generation Road User Charging

Vehicle Licensing Policy 2019 for Consultation Final



LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976
STANDARD CONDITIONS FOR HACKNEY CARRIAGE VEHICLE LICENCES

Within these conditions:

“Council” means Watford Borough Council and its officers

“You” means the person to whom the licence is granted

1. Cleanliness

- (1) You must keep the exterior of the vehicle bodywork in a suitable and clean condition at all times such that road dirt, mud or other detritus does not excessively obscure any paintwork, lights, windows, licence plates or number plates.
- (2) You must maintain the vehicle in a manner satisfactory for public service at all times, without evidence of corrosion, damage, unsatisfactory repairs and/or unsatisfactory modifications.
- (3) You must keep the interior of the vehicle in a suitable and clean condition at all times without accumulations of dust, dirt, litter, general debris, staining, excessive unpleasant odours or excessive wear.
- (4) You must ensure that seat cushions and back rests are adequately maintained in good condition and offer proper support to passengers.

2. Driver Identification

You must make sure that there shall be displayed so that it is visible from the rear seat on the dashboard of the vehicle, whilst it is available and used for hire, an identity style badge as provided by, and which shall remain the property of, the Council, which shall have incorporated within it a photograph of your face and your badge number.

Appendix 1

3. Vehicle Identification

- (1) Hackney carriages must be fitted with a roof sign which meet the approval of the Council's officers. A vehicle other than one with an integral "Taxi" sign must be fitted with a roof sign which is white in colour with the words "Taxi" in black writing on a white background on the front and "For Hire" in black writing on a red background on the reverse. The roof sign must be maintained in good working order.
- (2) The roof-sign must be capable of being lit, and must cease to be lit when the taximeter is brought into operation.
- (3) Vehicles capable of carrying passengers in a wheelchair and/or of having accommodation for wheelchairs must incorporate a sign into the roof sign indicating their purpose
- (4) You must display door signs of a type and style approved by the Council's officers, such sign to contain the Watford Borough Council logo, and the words "Licensed Taxi", on the front doors of the vehicle. You may not display any other signage on the front doors of the vehicle unless explicitly authorised by the Council's officers.
- (5) You must not, without reasonable excuse, fail to display such signs at all times that the vehicle is hired, plying for hire (including waiting on a rank), on the way to collect a passenger or otherwise used as a hackney carriage.
- (6) Door signs must be maintained in a clean, readable and undamaged state.
- (7) You must keep the exterior licence plate and interior licence plate issued by the Council clearly visible and the details legible at all times. The exterior licence plates must be securely fixed to a bracket in a manner approved by the Council's officers.

4. Advertising

You may not display any advertisement or sign of any nature on the vehicle other than an advertisement or a sign of a type authorised by the Council.

5. Other Vehicle Signs

- (1) You must display at least one "No Smoking" sign on at least one near-side and one off-side window to be clearly visible to passengers before entering the vehicle.

Appendix 1

- (2) You may only display the following window stickers or signs providing those do not encroach more than 40 mm into the area swept by the windscreen wipers or obscure vision through the windows:
 - (a) those containing the name and telephone number of a hackney carriage firm located in Watford and recognised by the Council
 - (b) an authorised parking permit
 - (c) membership of a recognised motoring organization or hackney carriage association
 - (d) disability awareness signs.

6. Tyres

You must ensure that the vehicle has, at all times, appropriate equipment and/or tools to repair or replace a punctured or damaged tyre.

7. Taxi Meters

You may not use a taximeter unless it is of a type, and secured in a position, approved by the Council's officers.

8. Non-Factory Fitted Equipment

- (1) You may not use non-factory fitted equipment (for example, radios, PDAs, sat-nav systems) unless they are installed in positions approved by the Council's officers.
- (2) You must notify the Council before installing any non-factory fitted equipment so that the equipment and proposed position may be tested in relation to passenger and driver safety and comfort. The vehicle must not be used as a hackney carriage before the equipment and position have been approved by the Council.

9. Wheelchair Access

Appendix 1

- (1) A three-point seatbelt assembly together with suitable wheelchair restraints must be provided for the use of wheelchair occupants in vehicles capable of carrying passengers in their wheelchairs. Anchorages must be provided for the wheelchair and chair bound disabled person to the latest industry standard. Restraints for wheelchair and occupant must be independent of each other.
- (2) Anchorages must be provided for the safe stowage of a wheelchair when not in use, whether folded or otherwise, if carried within the passenger compartment. All anchorages and restraints must be so designed that they do not cause any danger to other passengers at any time.
- (3) A ramp(s) for the (un)loading of wheelchair passengers must be available at all times for the safe access and egress of passengers. Adequate locating device(s) must be fitted to ensure that the ramp(s) do not slip or tilt when in use. The ramp(s) must be of sufficient strength and stability such that they will not bend and will remain stable during use and must be of a safe working limit of at least 300 kg over its entire length. The ramp(s) must be capable of being stowed away securely and safely when not in use.
- (4) Ramps must be permanently legibly marked with the registration mark of the vehicle for which they are provided.

10. Drivers of Wheelchair Accessible Vehicles

Where a hackney carriage is capable of carrying a passenger sitting in a wheelchair in the vehicle, the driver of the hackney carriage must have passed the wheelchair exercise element of the Driving and Vehicle Standards Agency test or have attended a disability awareness course approved by the Council.

11. Receipts

You shall ensure that the driver of the vehicle offers to each passenger (or, if there are more than one passengers, at least one of those passengers) at the termination of their journey a receipt which shall contain at the least the following information:

- (a) the date
- (b) the fare for that journey

Appendix 1

- (c) the number of the badge issued by the Council to that driver
- (d) other information that may be specified in writing to you by Council officers.

12. Luggage Compartment

- (1) For the purposes of bylaw 23(iii) of the Council's Byelaws relating to hackney carriages, 'luggage compartment' means the space behind the rear seats, or when the furthestmost rear seats are folded down, the space to the rear of the next complete row of seats. In purpose-built hackney carriages or mini-buses, the luggage compartment may be the front footwell on the passenger side provided that any seat in this location is not occupied by a passenger.
- (2) You must ensure the luggage compartment is kept free from corrosion, dirt, dust, grease, litter or water penetration etc that may stain or damage any luggage which may come into contact.
- (3) You may not carry any tools or other equipment in the luggage compartment unless related to maintenance of the vehicle and securely stowed.

13. Large Packages

You must not allow any packages or other luggage etc to protrude from the luggage compartment over any of the seats which may be occupied, or outside the vehicle.

14. Tail Gate or Rear Doors

All doors which allow access to the luggage compartment (eg a tailgate, boot, or rear doors) must be locked shut when the vehicle is in motion.

15. First Aid Kit

Appendix 1

- (1) You must ensure that a First Aid Kit, meeting the requirements of the Health and Safety (First-Aid) Regulations 1981 (or any regulations which amend or supersede the regulations) is carried in a secure position at all times.
- (2) The registration mark of the vehicle shall be permanently and legibly written on the First Aid Kit.

16. Fire Extinguisher

You must ensure a suitable, efficient and accessible fire extinguisher is fitted and kept maintained in the vehicle.

17. Vehicle Modifications

You must request in writing the Council's consent, and obtain such consent, before making any modification to the vehicle, including its seating capacity.



**LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976
STANDARD CONDITIONS FOR PRIVATE HIRE VEHICLE LICENCES**

Within these conditions:

“Council” means Watford Borough Council and its officers

“You” means the person to whom the licence is granted.

1. Plates

The plates (provided by the Council and which remain the property of the Council) identifying the vehicle as a private hire vehicle in respect of which this licence has been granted must be affixed to the vehicle in such manner and position as shall be prescribed by the Council’s inspecting Officer.

2. Vehicle Condition

- (1) You must keep the exterior of the bodywork in a suitable and clean condition at all times such that road dirt, mud or other detritus does not excessively obscure any paintwork, lights, windows, licence plates or number plates.
- (2) You must maintain the vehicle in a manner satisfactory for public service at all times, without evidence of corrosion, damage, unsatisfactory repairs and/or unsatisfactory modifications.
- (3) You must keep the interior of the vehicle in a suitable and clean condition at all times without accumulations of dust, dirt, litter, general debris, cigarette ash, staining, excessive unpleasant odours or excessive wear.
- (4) You must ensure that seat cushions and back rests are adequately maintained in good condition and offer proper support to passengers.

3. Advertisement Signs

- (1) You may only display the following window stickers or signs providing those do not encroach more than 40 mm into the area swept by the windscreen wipers or obscure vision through the windows:
 - (a) the Council's official plate
 - (b) an authorised parking permit
 - (c) membership of a recognised motoring organization or private hire association
 - (d) disability awareness signs

- (2) You may display a tinted windscreen strip on the upper part of the windscreen and may include the operator name (but may not contain the words "Taxi" or "Cab") and telephone number, providing such signage does not encroach more than 40 mm into the area swept by the windscreen wipers. An identical sign bearing the same words and of the same dimensions may also be displayed in the same position in the rear windscreen providing that adequate rear view vision is maintained;

- (3) You must permanently apply door signs (of such dimensions and colours as may from time to time be approved by the Council) to the driver and front passenger door of such dimensions and colours which must bear the words "Private Hire - Advance Bookings Only"; the operator's name and/or telephone number, but may not contain the words "Taxi" or "Cab".
 - i. Where an Exemption Certificate has been issued for the vehicle by the Council, a magnetic sign may be applied instead to the driver's and front passenger door providing that it meets the requirements stated in paragraph 1(c) and in addition contains in prominent figures the number of the vehicle plate issued to that vehicle. The magnetic signs must be displayed on the vehicle whilst it is being used for Non-Contract Work and may be removed whilst being used for Contract Work.
 - ii. Within this condition:

Appendix 2

Contract Work means journeys undertaken for hire or reward as part of a regular course of business with a particular client or customer as determined to the satisfaction of the Council's officers;

Non-Contract Work means all other journeys for hire or reward including those conducted for the purposes of conveying children to or from any school or educational establishment.

- (4) You must display at least one "No Smoking" sign on at least one near-side and one off-side window to be clearly visible to passengers before entering the vehicle.

4. Tyres

You must ensure that the vehicle has, at all times, appropriate equipment and/or tools to repair or replace a punctured or damaged tyre.

5. Meters

No taximeter or other device for measuring fares and/or distance may be used unless of a type and secured in a position approved by the Council's officers .

6. Non Factory Fitted Equipment

- (1) You may not use non-factory fitted equipment (for example, radios, PDAs, sat-nav systems) unless they are installed in positions approved by the Council's officers.
- (2) You must notify the Council before installing any non-factory fitted equipment so that the equipment and proposed position may be tested in relation to passenger and driver safety and comfort. The vehicle must not be used as a private hire vehicle before the equipment and position have been approved by the Council.

7. Fire Extinguisher

You must ensure a suitable and efficient fire extinguisher is fitted and kept maintained in the vehicle.

8. Driver identification

Appendix 2

You must make sure that there shall be displayed so that it is visible from the rear seat on the dashboard of the vehicle, whilst it is available and used for hire, an identity style badge as provided by, and which shall remain the property of, the Council, which shall have incorporated within it a photograph of your face and your badge number.

9. Receipts

You shall ensure that the driver of the vehicle offers to each passenger (or, if there are more than one passengers, at least one of those passengers) at the termination of their journey a receipt which shall contain at the least the following information:

- (1) the date
- (2) the fare for that journey
- (3) the number of the badge issued by the Council to that driver
- (4) other information that may be specified in writing to you by Council officers.

10. Luggage

You shall provide means for securing luggage if the vehicle is so constructed as to carry luggage

11. Large Packages

You must not allow any packages or other luggage etc to protrude from the luggage compartment over any of the seats which may be occupied, or outside the vehicle.

For the purposes of this licence, 'luggage compartment' means the space behind the rear seats, or when the furthestmost rear seats are folded down, the space to the rear of the next complete row of seats. In mini-buses, the luggage compartment may be the front footwell on the passenger side provided that any seat in this location is not occupied by a passenger.

12. Tail Gate or Rear Doors

Appendix 2

All doors which allow access to the luggage compartment (eg a tail gate, boot, or rear doors) must be locked shut when the vehicle is in motion.

13. First Aid Kit

- (1) You must ensure that a First Aid Kit, meeting the requirements of the Health and Safety (First-Aid) Regulations 1981 (or any regulations which amend or supersede the 1981 regulations) is carried in a secure position at all times.
- (2) The registration mark of the vehicle shall be permanently and legibly written on the First Aid Kit.

14. Vehicle modifications

You must request in writing the Council's consent, and obtain such consent, before making any modification to the vehicle, including its seating capacity.



LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 POLICY REQUIREMENTS FOR PRIVATE HIRE VEHICLE LICENCES

1. No age limits are applied by the Council to private hire vehicles with the exception of 'stretch' limousines.

2. No 'stretch' limousine will be licensed for more than six months at a time, and no licence will be issued for such a vehicle that is more than ten years of age.

Applications to licence any limousine which has been converted must be accompanied by an appropriate Type Approval Certificate.

3. No livery requirements are applied by the Council to private hire vehicles, other than the conditions relating to door signs and licence plates.

4. The Council is unable to licence vehicles that carry more than eight passengers and a driver. The general expectation is that vehicles will be a saloon, hatchback, estate, multi-purpose vehicle, mini-bus, or 'stretch' limousine with at least four doors. Applications for any converted vehicles must be accompanied by an appropriate Type Approval Certificate. Any other vehicle will be subject to inspection on a case-by-case basis.

5. Left-hand drive vehicles will not be considered as suitable for licensing on safety grounds as they will generally require front-seat passengers to step into the roadway to enter or exit the vehicle.

6. The maximum number of passengers which the vehicle will be licensed to carry will be the number of seats recorded on the V5C registration certificate (logbook) as being suitable for carrying passengers

7. Vehicles will not be licensed unless

Appendix 3

- (1) there is in force a current insurance policy compliant with the Road Traffic Act 1988;
 - (2) a valid MOT certificate is in force (issued within the previous 30 days), regardless of the age of the vehicle;
 - (3) that officers are satisfied the vehicle is or will be registered with the Driver and Vehicle Licensing Agency;
 - (4) the vehicle is taxed at the time of licensing (unless the vehicle is exempt from taxation); and
 - (5) that an appropriate type-approval certificate has been issued where necessary.
8. When vehicles are presented for inspection, the exterior of the vehicle (including the underside of the vehicle) and interior must be in a suitable clean condition to allow for proper inspection of these areas. If the vehicle is presented in such a condition to prevent a full inspection, the inspection will not be carried out.
9. Vehicle plates must be securely mounted on a bracket which is permanently affixed to the rear of the vehicle. The bracket must be clearly seen and must not obscure any rear lights or the vehicle index plate.

The detachable plate slip which is issued once a vehicle is licensed must be permanently affixed in a position where it can be clearly seen by rear and front seat passengers.

Vehicles to be used under a chauffeur operators licence will have a licence disc fitted to the inside of the front windscreen, and do not have to display a plate on the rear of the vehicle.

Where a taximeter is fitted, it must be fitted securely. The meter must be visible from the rear passenger seats, and must not interfere with the safe operation of the vehicle. to the vehicle, including its seating capacity.

Results of questionnaire (open 21 November 2018 – 31 March 2019)

Summary - public

The majority of responses (53.14%) came from those who use taxis or minicabs at least once a week.

50.01% came from those who use taxis (specifically hackney carriages) most days or a few times a week (with the remaining 3.13% of the above figure saying they use them once a week).

Of these, the clear majority (38.71%) hardly ever or never use a taxi rank.

The next largest percentage (22.58%) say they use a rank most days.

Of those who do use a rank, 19.35% use a rank less than once a month.

40.74% say they hardly ever or never use a mobile telephone to order a minicab.

56% say they never use an app to book a minicab. The next largest group (24%) say they use an app most days.

The majority of respondents (46.43%) indicated no preference in vehicle body type. 25% said they preferred a saloon.

The majority of respondents (58.06%) indicated that safety was most important to them when choosing a service. However, 45.16% chose price.

A slender majority of customers (51.72%) say they would not pay more to travel in an electric or zero emission vehicle. 20.69% said yes and the remainder were not sure.

A large majority (65.52%) think taxis should have a livery.

The number of people who think taxis should have door signs or not is broadly similar (48.28% for, 41.38% against).

The majority of people think minicabs should have door signs (65.52%).

An even number of people think vehicles should display the licence plate front and rear (46.43% for and against).

A large number of people think it is very important (25.93%) or quite important (40.74%) to be able to pay by card.

For those who do not want to pay by card, the biggest reason given (37.04%) was that they preferred using cash for such transactions.

64.29% of respondents think taxis and minicabs should have CCTV fitted. 17.86% say no.

Many people think the council or police or both should be in charge of CCTV in taxis (60.72%) and other responses (28.57%) included a few commenting the same.

The majority of people said no (42.86%), or were not sure about (28.57%), taxis and minicabs having Wi-Fi and charge points.

Most (64.29%) appeared to support the idea of permanently attached plates (survey question was unclear).

A clear majority (53.57%) would not pay more for vehicles providing WiFi and charge points.

Many thought vehicles should have an upper age limit (57.14%).

The average age selected was 6 years (but this takes in to account one suggestion of 1 year as the maximum age). The modal suggestion was 5 years.

Opinion was evenly split (44.44% for and 40.74% against) a maximum age for private hire vehicles.

Where an age was specified the modal suggestion was 10 years. The average was 7.5 years.

71.43% of respondents say vehicles should have fire extinguishers.

67.86% say vehicles should carry a first aid kit.

57.14% think vehicles should carry enough yellow vests for all passengers in the event of a breakdown.

There was a mixed response concerning wheelchair accessible vehicles. Many (46.43%) think there should be a fixed number of WAV's.

When asked how many there should be the largest suggestions by far (each with 30.77%) were for over 10% but less than 50%. WBC currently stands at 19%.

In answering the same question for minicabs, the same percentages (30.77%) were split between 0% and 25%. There are currently very few WAV's on the PHV circuit.

The majority said that vehicles should not have a minimum engine size (67.88%). Those who did state an engine size chose low values (1200cc/1500cc).

Most (60.71%) said that vehicles should have a minimum number of doors and that this should be 4/5. Where given the reason was safety/ease of access.

Given a choice and weather dependent most (42.86%) said they would prefer to travel in a taxi over minicabs and other forms of transport.

A large number (78.57%) said they would not consider travelling by electric bike.

A slight majority (46.43%) said they would not travel by on-demand bus. A significant number said they would (32.14%).

Nearly all (82.14%) said they would not use an electric scooter.

A large number (67.86%) said they would not travel by car-sharing scheme.

Of those who would consider using a sharing scheme nearly all would travel only with a work colleague or friend. Only 3.7% would travel with a stranger.

Summary – Trade (Taxi and Private Hire, drivers, proprietors and operators)

The majority of respondents are licensed by Watford Borough Council (93.18%). The remainder are licensed in the Three Rivers District Council area.

7 respondents (15.91%) hold a Private Hire Operators licence. 37 do not.

There was a broad spread of experience in terms of number of years a licence has been held – ranging from 3 years to 50 years.

28 responses came from owners of taxis, 14 from owners of Private Hire Vehicles (PHV).

Approximately half (54.29%) of respondents who are hackney carriage drivers also work for private hire operators.

The majority (70%) do not do school contract work.

The modal age of vehicle age was 7-8 years. The next highest grouping was 5-6 years.

Distance travelled was reasonably split with high numbers saying they travelled between 100-200 miles or 250 – 500 miles. 17.95% said they travelled over 500 miles but less than 1000.

The average fuel spend was £100 per week.

Vehicle maintenance varied widely but averaged approximately £1200.

The biggest barrier for nearly all to buying a newer vehicle/upgrading was lack of work/can't afford to.

The majority would not (48.48%), or are not sure (33.33%), about driving electric vehicles.

The main reasons are range, cost and lack of charging infrastructure.

The majority worked from taxi ranks with most giving the station rank as the key place they work from.

56.25% said they felt taxis and minicabs should have CCTV fitted. 28.13% were not sure. Only 15.63% said no.

A slim majority (51.61%) said they accept work from an app. 19.35% of those who didn't said they would consider doing so in the future.

There was a mix of national and local app providers drivers used.

The vast majority (81.48%) of hackney carriage drivers arrange and accept their own bookings.

The majority of respondents said that hackney carriages should not have a livery (46.43%). 32.14% said they should and the remainder were unsure.

The reasons for not having a livery were varied, including expense, lack of work, risk of being a victim of crime and that other signs are sufficient.

The majority (58.62%) felt that vehicles should not have door signs.

Reasons given include – vehicles already have a roof sign and plate, damage to body work, takes up too much space.

If taxi vehicles did have signs, 67.86% think they should be magnetic.

A majority felt Private Hire Vehicle's (PHV's) should have door signs (48.28% for, 37.93% against). A few stated technology (text messaging and automatic ID) as a reason not to need door signs.

If PHVs do have door signs the majority (50%) think they should be magnetic.

A large majority (73.33%) think plates should be magnetically attached.

A large majority (83.33%) think plates should be displayed on the rear only. Only 10% support the idea of plates front and rear.

There was a broadly even split over whether or not hackney carriages should have a maximum age (42.86% for, 39.29% against).

If there is an age limit the age range varied greatly between 8 years and 20 years. The average was approximately 12 years. The modal was 10 years.

Most thought there should not be a maximum age for PHV's (42.86%).

If there were an age, the average was 12 years. The modal suggestion was 10 years.

The majority thought there should not be a minimum engine size (48.28%). Those who did think there should be a minimum was quite close to this at 41.38%.

For those who suggest a minimum engine size, the smallest was 1 litre (1 suggestion) but most opted for 1.6, 1.8 or 2 litre.

Most who disagree with a minimum engine size give a wide variety of reasons, including, cost, choice of vehicle being limited, technology and the power of smaller engines nowadays.

A large majority (71.43%) felt that vehicles should have a minimum of 4 or 5 doors.

A large majority (78.57%) said they felt the council should not licence autonomous vehicles (AV's) as and when they are available.

20% said they currently have CCTV in their vehicle, mostly citing safety, peace of mind and as a deterrent.

Those without CCTV cited cost, privacy, and lack of support even where CCTV captures an incident.

Some said their opinion could be changed if the cost was covered by the council.

The majority (62.96%) said they accepted credit and debit card payments.

Of those who do not, most said they did not have a machine and a few cited cost or the need for cash payments. Most would not change their minds about this.

65.38% said they thought vehicles should have fire extinguishers.

57.69% said they thought they should not carry first aid kits.

A large number (73.08%) said vehicles should not carry yellow vests for customers.

Most (53.85%) thought there should not be a fixed number of wheelchair accessible vehicles (WAV).

If there had to be a fixed number, the majority of those who answered (46.67%) said there should be between 10 and 25% of the hackney carriage fleet.

The majority (38.46%) thought that 10% or less of PHV's should be WAVs



WATFORD BOROUGH COUNCIL

Vehicle Licensing Policy 2019 – 2024

Summary Document

Introduction to this Summary

This Summary Document lists the main points from sections 1 – 9 of the Vehicle Licensing Policy.

Section 1 – 9 give the background for how and why the vehicle licensing policy has been written. These sections also include the law and some parts of the policy that are linked to other council procedures.

This summary is not the whole vehicle licensing policy.

Once you have read this summary (or the vehicle licensing policy) you can use the online survey at <https://www.surveymonkey.co.uk/r/vehicle-licence-survey-2019> to give your feedback.

The online survey lists all the key conditions from the vehicle licensing policy.

Policy Introduction

The Vehicle Licensing Policy lists the rules and regulations covering the licensing of taxis (also called hackney carriages) and minicabs (also called private hire vehicles).

Watford Borough Council have written this policy to make sure decisions the council takes on which vehicles can be licensed are fair.

This policy will help to decide which conditions should be added to taxi or minicab vehicle licences.

The policy will help people to understand how safe taxis and minicabs are and also how easy they should be for everyone to access.

The policy will help businesses by listing everything that they need to know in one place.

To make the policy the council has listened to what the government says, what local businesses say, and to what people who use the taxis and minicab services have told us.

The policy should help to improve safety and make all services easier to access. The policy should help to reduce pollution and make the air cleaner.

The policy will begin on 22 October 2019 and will last until 2024. Some changes may be made in between these dates if there are changes to the law.

If there are any big changes, the council will ask people to give their opinions again.

The council will always listen to any person if they want to licence a vehicle. If the person can give good reasons why they should not follow some of this policy, then the council will decide if this should be allowed.

Specifications and Conditions for Vehicles

The Vehicle Licensing Policy lists what the Council thinks are the minimum standards that a taxi or minicab should reach for a licence to be granted.

Most of the standards apply equally to taxis and minicabs. If the standards are different for different types of licence the policy says this.

Accessibility

Watford Borough Council have an Accessible Transport Project. This project is ongoing and is always trying to find better ways to make transport accessible for everyone.

The new Vehicle Licensing Policy 2019 - 2024 is one way of supporting the project.

We have listened to reports from the House of Lords, the Equality and Human Rights Commission and the Department for Transport.

We will carry on listening to all views to make sure this policy helps everyone to travel as easily as possible.

Environmental Considerations

Watford Borough Council have declared a climate emergency. The Council has said they will do all they can to make Watford carbon neutral by 2030.

The UK government has passed law committing to a 'net-zero' carbon output by 2050.

The Council have also listened to government recommendation that say tough emissions standards should be introduced for all licensed vehicles.

Limitation of Numbers

Taxi Licences Only

On 19 March 2012 the Council set a maximum limit of 304 taxi vehicle licences.

The council can only limit the number of taxi licences if they can show there is no need for new licences.

The council will consider applications for a new licence if the person applying can show a good reason why the licence should be granted.

To help support the change to vehicles which do not cause as much pollution and to increase the number of wheelchair accessible vehicles, the council will consider applications for new taxi licences where the vehicle is:

- A wheelchair accessible vehicle, and;
- Zero emission capable, and;
- Displays the approved Watford Borough Council livery

General duties of Proprietors (vehicle owners)

All applications must be made in the same way using the council's online booking system.

People applying for a licence must be at least 18 years old.

All vehicle licences last for a maximum of 1 year.

When the licence is close to running out, a new application must be made.

Late applications may be accepted but only in very limited circumstances where a good reason is given.

There is a fee for the licence which is set by the council.

If a person owns a vehicle with a licence and they rent the vehicle to someone else, they must keep all the details of the person renting from them.

Any person who has a taxi or minicab must tell the council if they move house. This must be done within 28 days of the move.

Maintenance of Standards

Vehicle licence conditions are in place to make sure vehicles reach a minimum safe standard.

Once a licence has been granted the owner must make sure the vehicle is kept in a mechanically safe and roadworthy condition at all times.

If the standard is not maintained the licence may be suspended or revoked (taken away).

A new licence may be refused (not given) if a person has not kept their vehicle in good condition.

Inspections and Enforcement

If a licence condition is breached (not followed) this will mean the council will take action to make sure the vehicle is safe before it is used again.

If this happens on more than one occasion, the council may decide to prosecute the vehicle owner or the council may revoke the licence.

Appeals

If a licence is revoked or suspended or refused, the person applying for a licence, or holding the licence, has the right to appeal to the court.

Details of how to appeal are sent to licence holders if they need them.



WATFORD BOROUGH COUNCIL

Vehicle Licensing Policy 2019 – 2024

Applicant Check Sheet

For both Hackney Carriage and Private Hire (except where stated)	Requirement
Vehicle Type Approval as shown on V5	M1 or relevant IVA certificate
Vehicle Design	<p>Any of the following:</p> <ul style="list-style-type: none"> Professionally converted Wheelchair Accessible Vehicle Saloon Estate Hatchback <p>(only hackney carriages may be purpose built 'black cab type vehicles'. Private hire vehicles cannot have a built in roof light or look like a taxi.)</p> <ul style="list-style-type: none"> Right hand drive Four doors Engine power of at least 90hp and 200nm torque (or hybrid/fully electric) Reasonable space for passengers and luggage Any fuel type providing it meets the relevant euro emission level (see table below) Accident/crash repaired only at level N or S Window tints that meet MOT requirements No other non-factory modifications
Bodywork	<ul style="list-style-type: none"> Clean No scratches, dents or rust No mismatched paint
Interior	<ul style="list-style-type: none"> Clean seats free of stains Correct signage:

	No smoking signs Tariff (hackney carriage) Meter Fire extinguisher First Aid kit (optional) Accident book (optional) Hi-vis emergency vests for all passengers and driver Spare wheel or spare wheel repair kit
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Age Limits for vehicles at first time of licensing

All time periods are given from the date of first registration.

Hackney carriage or a private hire vehicle powered only by an internal combustion engine (traditional car engine)	no more than 7 years old at the date of application.
Hackney carriage or a private hire vehicle (other than a wheelchair accessible vehicle) powered by a petrol/electric-hybrid engine	no more than 9 years old at the date of application.
Hackney carriage or a private hire vehicle (other than a wheelchair accessible vehicle) powered by an electric motor with or without on-board range extending generator	no more than 12 years old at the date of application
Any zero-emission capable (petrol/electric-hybrid/electric with or without range extender) wheelchair accessible vehicle	no more than 15 years old at the date of application

Maximum Age of Vehicle before Replacement/Emission Standards

At time of licensing, from date:

01 April 2020	No vehicle first registered with the DVLA before January 2006 will be licensed or re-licensed.
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01 April 2021	Any vehicle using diesel fuel (or diesel alternative such as biodiesel) must be rated as at least Euro 5b
01 April 2021	Any vehicle using petrol fuel (or petrol alternative such as LPG) must be rated as at least Euro 5
01 April 2023	Any vehicle using diesel fuel (or diesel alternative such as biodiesel) must be rated as at least Euro 6
01 April 2023	Any vehicle using petrol fuel (or petrol alternative such as LPG) must be rated as at least Euro 5b
01 April 2025	Any vehicle using petrol fuel (or petrol alternative such as LPG) must be rated as at least Euro 6
Any vehicles (diesel or petrol or alternative fuel) reaching euro 6 emission standards or higher shall not have any maximum age limit imposed.	
Any zero emission capable/hybrid/electric vehicle registered after 01 January 2013 shall not have any maximum age limit imposed.	(To qualify under this clause where an internal combustion engine or generator provides alternative power, the generator must meet the euro 5/5b/6 emission standard for the fuel type used as per the dates above including where alternative fuels are used).

01 April 2023 - Any zero emission capable/hybrid/electric vehicle **already licensed** by the Council and first registered with the DVLA between 01 January 2006 and 01 January 2013 **shall not** be relicensed after April 2023.

(To qualify under this clause a zero emission capable/hybrid/electric vehicle must be able to travel at least 25 miles continuously on a single electric charge)

Watford Hackney Carriage Drivers Association Trade consultation report and concerns 2021.

Watford taxi drivers are vehemently struggling to make ends meet. Drivers are simply surviving and not making enough money, where even the modest taxi drivers are drowning in debt.

There is a sharp increase in number of drivers who have and are suffering from heart attacks and serious health issues purely as a direct result of struggling to survive. Their families are also suffering by the massive decline in their earnings.

Although this consultation is predominantly on the vehicle conditions, I want to make it a matter of your concern and inform you that our following assessment of the trade is all connected. When making decisions I request that councillors understand how the trade is suffering.

I want to make it a matter of your concern and ask the councillors why the council is doing next to nothing to help drivers when we are simply asking to be given an appropriate ranking which we know can improve our earnings.

The trade knows more than any other group how important it is to improve air quality as we are the ones sitting in fumes all day. But yet, it is utterly unacceptable that from 2021 and 2024 using older vehicles will be prohibited; but we have not been helped or informed of any plans to subsidise to buy the newer, cleaner models. We are asking the local council for a series of relief measures to help local taxi drivers who are struggling financially. Ultimately, as a result of the introduction of Uber working illegally in our town, who incidentally have no operator's license to work in Watford.

Uber, on a daily basis are breaking all plying for hire rules. The company is operating openly without any threat of prosecution from our council, this has cost us dearly in Watford.

To help us stay on a level playing field with Uber, we needed the support from the Council to allocate us visible ranks in the High Street area. A big shopping centre and INTU developments were made, yet no rank space was ever introduced to help taxi drivers so that we can compete with our outsider competitors.

I have personally sent endless proposals and requests to the Council which unfortunately are still being consistently ignored. By not having visible ranks in the High Street, our work has declined sharply as we are unable to entice the public into using us.

Taxis must be seen to be plying for hire as this is the only major difference between us, private hire and Uber. It is in this area where the Council has not been supportive for local taxi drivers. They replaced visible ranks by allocating ranks in secluded areas which is not convenient for the public, the disabled and the elderly.

Furthermore, a rank by the Barclays bank in the High Street was taken away in early 2018. This was after drivers had worked tirelessly to get it up and running for two years. Instead, this good business gaining rank was relocated in the Wellstones area where we are not visible. By doing this, our work has reduced 60%.

Unfortunately, despite many meetings and requests, rank spaces are still not given where we can have both business and earnings improved. Taxpayer's money was wasted on the Wellstones rank which had unnecessary works including lighting, shelter and a bench being

put up. Time and time again WHCDA had informed the Council that this rank was not suitable as it wasn't visible and had clear health and safety breaches.

It is therefore that WHCDA requests all licensing fees must be reduced for the foreseeable future. We ask for no additional charges to be introduced on the vehicles condition apart from having the necessary emissions introduced by 2025. Financial difficulties and the ever changing future of this trade is a big factor that must be consulted in depth with WHCDA and considered when making future decisions.

I have previously had positive meetings with the Mayor, Peter Taylor and a competent officer in Jamie Mackenzie who are sympathetic towards our problems. Unfortunately despite meetings we are still awaiting the HSBC rank which was agreed in principle by the Mayor and his team.

I am humbly requesting that the taxi trade is supported and positive action is urgently required to our genuine and basic concerns. WHCDA as usual wants to work closely with officers and find compromising ways to get the trade up and running again.

Austerity is affecting everyone but it has already damaged our trade because it has for so long lacked sympathy, a gentle approach and a clear understanding on how to improve our business.

Thanking you all for any cooperation and understanding towards our deep concerns to resolve the crisis that our trade is facing.

Regards,

Shafiq Ahmed

Chair, WHCDA



Equality Impact Analysis

Title of policy, function or service	Vehicle Licensing Policy 2019 - 2024
Lead officer	Jamie Mackenzie
Person completing the EIA	Jamie Mackenzie
Type of policy, function or service:	Existing (reviewed) <input type="checkbox"/> New/Proposed <input checked="" type="checkbox"/>
Version & Date	Version 1.0 29 August 2019

1. Background

Watford Borough Council (The Council) is the licensing authority for hackney carriage and private hire vehicles. Licenses are granted following application to the authority.

The Council has developed a Vehicle Licensing Policy 2019 – 2024 (The Policy) to ensure that decisions on how licences are granted are fair and consistent.

The Policy provides comprehensive information about standards expected of vehicles and information about how the authority will apply these conditions when considering applications. The Policy provides a starting point for any decision by the authority but it is important to remember that each case must be decided on its own merit.

Background

Watford is a small town geographically. There is a high level of car ownership.

There is no culture of hailing hackney carriages in the borough and most journeys will be made from a rank or as part of a pre-booking through an office or app. If a journey takes the passenger outside the borough boundary the price can be negotiated with the driver directly, which, currently, can lead to high fares.

Private hire services are traditional, mostly still being based in offices and receiving bookings through telephone calls. There is some move to using apps. There is a large presence of other app based operators not licensed by Watford Borough Council and, anecdotally, it is said that this has had significant impact on the earnings of local drivers.

App bookings are not suitable for some people. There are accessibility issues, supply issues and perceived safety issues to using those vehicles accessed by an app. It is, therefore, desirable that any decision ensures that traditional telephone/human based booking systems remain a significant way of accessing taxi and private hire vehicles.

2. Focus of the Equality Impact Analysis

This Equality Impact Analysis is focussed on any potential impact of The Policy upon new and existing licence holders, potential passengers, residents and visitors to Watford.

3. Engagement and consultation

Prior to the draft Policy consultation, a number of engagement activities took place to offer guidance and help shape the proposed policy.

This included a public survey open between 21 November 2018 and 31 March 2019, and a public open day on 3 and 4 July 2019.

In total 120 people engaged with these activities. 32 members of the public and 88 from the licensed trade.

Following these engagement activities a draft policy was written.

A full public consultation on the draft policy took place between 26 July 2019 and 1 October 2019

This included:

- placing the information about the consultation on the Watford Borough Council website
- sending text messages to each current licence holder informing them of the consultation and the need to respond
- the creation of a survey to assist in responses
- emailing all current private hire operators and the Chair and Vice-Chair of the Watford Hackney Carriage Association
- notification through the council Communications team to various publication including the local newspaper
- directly notifying a number of local organisations and authorities, including licensing authorities, national charities, disability advocacy groups and trade publications.

A number of visits were made by officers to ranks and private hire booking offices. A further public open day took place at the Town Hall on 12 September 2019.

An Equality Impact Assessment was conducted for this public consultation.

A summary document was created on request of Disability Watford to assist in the consultation process.

In total 236 people engaged with the public consultation online with a further 17 visiting the public open day.

4. What we know about Watford hackney carriage and private hire vehicle licence proprietors.

The general population of Watford comprises approximately 19% residents of Asian or mixed Asian ethnic background (as shown in the Census 2011). Of these, 7% were Pakistani (we know anecdotally that the vast majority – around 90% - are likely to be from a Kashmiri background). The ethnicity of proprietors (vehicle licence owners) matches that of drivers and operators. There are 434 vehicle proprietors in Watford, all but one are male (there are approx. 12 owned by companies but these companies are predominantly male owned). There are 162 PH vehicles, approximately 111 owned by a person of Asian ethnicity and 272 hackney carriages, approximately 268 owned by a person of Asian ethnicity. The total number of vehicle owned by an Asian male is therefore 87%. However, this is not the full picture. If hackney carriages, traditionally the preserve of the truly self-employed single owned operator, are taken alone the figure is approx. 98%. For private hire vehicles the figure drops to 68% - still a significant majority.

Whilst applications for a hackney carriage or private hire vehicle licence are open to everyone, it can be shown that the majority of proprietors in Watford are Asian male and it is, therefore, very likely

that any change to a taxi or private hire policy would disproportionately impact this demographic of the local population.

5. What we know about passengers, residents and visitors to Watford

Nationally, we know that people with a disability and older people, as well as those under 17 are less likely to drive than the population overall. Watford has a quite significantly younger population than Hertfordshire as a whole but is still faced with an ageing population.

Those who report ill health and who are limited in mobility is marginally lower than the UK average. In context, the 2011 census reports that 5,500 people reported day to day activities being limited a lot by health and disability issues. Almost 7,000 residents reported day to day activities being limited a bit. It seems reasonable that 2019 figures will be somewhere around 6,500.

We know that a 2015 survey by Disability Watford, a local pan-disability advocacy group, returned a response that almost 60% of respondents said they experienced issues accessing local transport, including taxi and private hire services.

We know that some respondents have expressed reluctance to use app based booking systems and still regularly use a taxi rank or telephone a private hire office.

We know that there is no single vehicle type that suits all passengers. Some may wish to sit down into a saloon vehicle, finding the step up in to an MPV or wheelchair accessible vehicle too high. Others may need to travel sitting in a wheelchair and therefore require a purpose built wheelchair accessible vehicle. Others may travel with a significant amount of luggage and require the use of an MPV or estate vehicle.

6. What we know from the consultation feedback?

From the online survey

Of the 236 people who completed the survey:

Sex

There was a significantly higher percentage return from males than females than in the Watford population as a whole.

Male	60%
Female	40%

This is not a surprising finding given the high percentage of taxi drivers who are male and who are likely to have responded to the survey.

Health and disability

The majority of respondents were in good health and not experiencing any long or short term disability related issues

No ill health or disability	84%
Activities limited a little by ill health or disability	14%

Activities limited a lot by ill health or disability 2%

Ethnicity

The following responses were received, although the number who chose to answer this question was significantly lower than those that took the survey (75 in total)

White British	79%
Pakistani	5%
Indian	4%
Kashmiri	4%
Any other white background	3%
Bangladeshi	1%
Any other background	3%

Age

20-24 years	3%
25-34 years	11%
35-44 years	32%
45-54 years	23%
55-64 years	19%
65-74 years	9%
75 years +	3%

7. How will the council ensure equality is promoted through the introduction of this policy?

Watford BC is committed to championing equality and embracing diversity across the full range of our services, whether we deliver the service ourselves or through partnership. This also extends to our role as an employer.

To ensure the Policy promotes equality Watford BC has pro-actively sought the views of all stakeholders. The final policy proposal presented to the licensing committee on 21 October 2019 has taken in to account these views and where amendments were made to the policy following consultation, these are listed clearly in the committee report for consideration by councillors.

The Council must ensure that any new policy allows for the taxi and private hire trades to continue to offer a local service with varied methods of hire (rank, office, app) and that vehicles are suitable to carry a range of passengers with varying needs.

The Council must ensure that any new policy allows for independent businesses to survive and to grow to support the local community and Watford as a town.

Under the Equality Act 2010, three areas need to be considered when analysing the equality impact of the Corporate Plan:

1. **eliminate** discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
2. **advance** equality of opportunity between people who share a relevant protected characteristic and people who do not share it
3. **foster** good relations between people who share a relevant protected characteristic and people who do not

A. Positive impacts

- By ensuring the input from the various consultations has been comprehensive the Council is ensuring that opportunities for all those with protected characteristics are advanced in terms of influencing the development of a policy that directly impacts a person's ability to access local transport and to get out and about in Watford and beyond.
- We know that many people who use hackney carriages and private hire vehicles do so because they are unable to drive or do not own a car. This applies to those under the age of 17 but we also know people with disabilities are less likely to drive and own a car than people without a disability. This is also true as people get older and may not be able to drive due to age related infirmities or lower incomes. The new policy aims to increase the availability of new wheelchair accessible vehicles and aims to improve the visibility of hackney carriages by introducing a livery, thereby supporting the visually impaired.
- We know that many people use taxis or private hire vehicles to travel for safety reasons and that for many vulnerable people, a taxi or private hire vehicle is not only the safest way to travel, it is also the most comfortable. We know that many people prefer the safety of travelling in a private car over and above travelling on other public transport. Any improvement in safety should therefore positively impact on any person who travels with these concerns in mind.
- Through consultation on this policy we have made sure that any additional safeguards have been considered and, where appropriate, added, prior to consideration by the Licensing Committee. This will make it less likely that users of hackney carriages, private hire vehicles, drivers of both and private hire operators will be victims of crime or of other behaviours which could include harassment, discrimination or victimisation. This has a positive impact on all those with protected characteristics but particularly those with additional vulnerabilities.
- In developing this policy the borough's existing proprietors and operators can be confident that they are fully engaged in decisions that impact them. This will have a positive impact on the reputation of the trade and help enhance good community relations.

- The enhancement of the trade and the setting of good, fair regulations should encourage investment in to the trade and to Watford, further enhancing the reputation of the town and the trade and ensuring that residents and visitors feel safe using local services.
- The proposal to licence new hackney carriage vehicles over and above the current limit of 272 is restricted to wheelchair accessible vehicles. It is hoped this would encourage the up-take of such vehicles.

B. Negative impacts

- There is likely to be a negative impact on those proprietors who cannot afford to upgrade older vehicles. As we know the majority of drivers are males and from our Kashmiri /Pakistani community, these groups will be more negatively impacted than others.
- If there is a loss in vehicles across the borough, there could be negative impacts on those who use taxi and private hire vehicles such as younger, older and a loss of available vehicles could impact more generally on residents and visitors ability to travel within the town.
- Placing restrictions on vehicle type, age and design may limit competition and restrict the ability of any person to enter the trade for the first time. It is not clear what age profile exactly this will impact but it is likely to be younger drivers.
- There are currently 45 wheelchair accessible vehicles in Watford (designated on a section 167 list). If the policy proposal not to re-licence vehicles older than Jan 2006 is approved, 21 of these vehicles will not be re-licensed after April 2020 (the current licence may expire later than this but will not be renewed). 45 vehicles is a 10% of the current licensed fleet. This reduction would leave on 5% of vehicle wheelchair accessible.

6. Overall conclusion

Improvements to standards will inevitably lead to negative impact on some already in the trade or those thinking of entering the trade if they do not have sufficient resource to upgrade or purchase complaint vehicles.

Any decision must weigh any impact, particularly the impact on the large proportion of proprietors from an Asian ethnic background, against the desired outcomes of improved accessibility, safety and health.

Appendix 8

A large amount of data was collected on the views of the public and stakeholders and this has been used to formulate a policy that provides flexibility for business owners and improvements for the town, especially improvements aimed at reducing inequality.

Overall, this EIA concludes that, whilst negative impacts have been identified, the positive impacts identified mean that the Policy, overall, is positive for the Watford community and for visitors to the town. This is because the Policy seeks to improve the quality of the taxi and private hire offer in Watford, making it safer, with better trained drivers in less polluting vehicles. The council recognises that the negative impacts will be difficult for some drivers in terms of age and ethnicity and will work with them to mitigate them as far as possible.

Summary of potential positive and negative impacts on protected characteristics

Protected Characteristic	Positive	Negative	None	Reasons for decision
Age	X	X		<p>The new policy takes in to account the needs of an aging population by providing the framework within which a successful and varied local service can operate.</p> <p>The policy aims to reduce pollution and to improve the air quality in Watford which will benefit all but particularly the very young and the elderly.</p> <p>The policy aims to make using a taxi or private hire a safer experience and, as those who use taxis tend to be younger and older, there will be positive impacts for these groups.</p> <p>There may be negative age related impacts in terms of implementing the policy – linked to the requirements around new vehicles.</p>
Disability	X	X		<p>The new policy aims to increase the availability of new wheelchair accessible vehicles.</p> <p>The new policy aims to improve the visibility of hackney carriages by introducing a livery, thereby supporting the visually impaired.</p> <p>The new policy aims to ensure proprietors must offer receipts to customers to assist in identifying drivers who have provided poor service.</p> <p>The new policy, if passed without amendment, may reduce the immediate availability of wheelchair accessible vehicles as many of these are the oldest on the fleet and would not be relicensed after April 2020 (or the date upon which the current licence expires if later than April 2020).</p>
Ethnicity	X	X		<p>The new policy aims to improve the overall standard of the taxi and private hire provision in Watford which should reflect well on the trade and those involved with the trade.</p>

Protected Characteristic	Positive	Negative	None	Reasons for decision
				The new policy, if passed, will restrict vehicle choice and require expenditure on behalf of the current proprietors which in some cases could be significant. The vast majority of people affected by the policy requirements in the taxi trade are of Pakistani/Kashmiri ethnicity.
Sex	X	X		The overwhelming majority of proprietors are male and so the same impact as above would apply here also. A safer, more accessible and easily identifiable service is likely to positively impact female customers
Sexual orientation			X	There is no specific positive or negative impact on sex discrimination other than an improvement in quality and therefore possibly perceived safety.
Religion			X	There is no specific positive or negative impact on sex discrimination other than an improvement in quality and therefore possibly perceived safety.
Pregnancy/maternity			X	There is no specific positive or negative impact on pregnancy / maternity other than an improvement in quality and therefore possibly perceived safety.
Gender orientation			X	There is no specific positive or negative impact on sex discrimination other than an improvement in quality and therefore possibly perceived safety.

Summary of potential positive impacts and ways in which they can be ensured

Positive Impact	Protected characteristics	Ways to ensure the positive impact
<p>General increase in reputation of local trade</p> <p>Improvements in vehicle standards</p> <p>Increase in visibility and therefore business and reputation</p> <p>Increase in number of wheelchair accessible hackney carriages</p>	All	Introduction of the new policy

Summary of potential negative impacts and ways in which they can be removed or mitigated

Negative Impact	Protected characteristics	Ways to mitigate the negative impact
<p>Cost of any changes to vehicle requirements to be borne by existing proprietors</p> <p>Changes may deter new proprietors from licensing vehicles.</p> <p>Potential initial reduction in availability of wheelchair accessible vehicles</p>	<p>Ethnicity/sex</p> <p>All</p> <p>Disability</p>	<p>Amend timescales for introduction of some requirements (such as euro 5/6 vehicle emissions standards).</p> <p>Explore possibility of vehicle purchase and lease programs supported by the council, particularly wheelchair accessible vehicles in the first instance.</p>

This EIA has been approved by:

Justine Hoy, Head of Community Protection Date 10th October 2019



WATFORD BOROUGH COUNCIL

Vehicle Licensing Policy 2019 – 2024

Summary Document

Vehicle Age, Type and Design

Introduction

This is a summary document. The details listed below do not replace the clause or conditions contained in the Vehicle Licensing Policy 2019-2024. This document lists the basic requirements in order for potential applicants to make an initial decision concerning the licensing of a particular vehicle. It is not comprehensive and should not be relied upon as such.

Additional requirements, conditions and further information are available to read in separate documents, particularly the Vehicle Licensing Policy 2019-2024, and we strongly advise you to read these documents before purchasing any vehicle and before submitting an application for a vehicle licence.

Hackney Carriage and Private Vehicle Specification

Vehicle Type Approval

Vehicle Type Approval is the confirmation that all production samples of a particular vehicle design will meet specified performance standards.

In general the council will only consider licensing vehicles which have type approval in the category M1. **This type approval must be shown on the V5 registration document.**

It is acceptable for converted, low volume or imported vehicles to be type approved under any of the following schemes:

European Whole Vehicle Type Approval (EWVTA)

National Small Scale Type Approval (NSSTA)

Individual Vehicle Approval (IVA)

Full detail of IVA requirements are contained in the Vehicle Licensing Policy 2019-2024.

Any vehicle that does not comply with European Community Whole Vehicle Type Approval (ECWVTA) or equivalent will not be licensed past 31 March 2020.

Vehicle Design and Size

Hackney carriages must be either:

a purpose-built wheelchair accessible hackney carriage, or a professionally converted vehicle which is capable of carrying a passenger whilst sitting in a wheelchair (providing such vehicle has the appropriate approval certificate per section Vehicle Type Approval above); or

a saloon, hatchback, estate or multi-purpose people carrier with at least 4 doors and sufficient luggage space to carry a folded wheelchair.

A Private Hire Vehicle must be:

a saloon, hatchback, estate or multi-purpose people carrier with at least 4 doors and sufficient luggage space to carry a folded wheelchair,

a purpose built wheelchair accessible vehicle (providing such vehicle has the appropriate approval certificate per section Vehicle Type Approval above) **but not one that looks like a taxi** (i.e. with in-built roof light, 'taxi' signage, 'for hire' signage – an example would be a London style black cab).

There must be reasonable space between the seat cushions and the lowest part of the roof to safely accommodate the driver and passengers in reasonable comfort.

Knee Space: there must be reasonable space between the front, back (and rear-most) seats to safely accommodate the driver and passengers in reasonable comfort.

Reasonable is open to discussion and, if in doubt, we suggest you telephone the licensing department to discuss the vehicle type before purchase.

Age Limits for vehicles at first time of licensing

All time periods are given from the date of first registration.

Hackney carriage or a private hire vehicle (of any design) powered only by an internal combustion engine (traditional car engine)	no more than 7 years old at the date of application.
Hackney carriage or a private hire vehicle (other than a wheelchair accessible vehicle)	no more than 7 years old at the date of application.

powered by a petrol/electric-hybrid engine	
Hackney carriage or a private hire vehicle which is a fully wheelchair accessible vehicle powered by a petrol/electric-hybrid engine	no more than 9 years old at the date of application
Hackney carriage or a private hire vehicle (of any design) powered by an electric motor with or without on-board range extending generator	no more than 9 years old at the date of application

Maximum Age of Vehicle before Replacement/Emission Standards

At time of licensing, from date:

01 April 2022	No vehicle first registered with the DVLA before January 2006 will be licensed or re-licensed.
01 April 2025	Any vehicle using diesel or petrol fuel only (or diesel or petrol alternative such as biofuel/LPG) must be rated as at least Euro 6. Any petrol/electric hybrid must be at least Euro 5.

Alternative Fuels

All fuel types are permitted providing that the fuel type complies with national safety regulations and the relevant required euro emission rating for petrol or diesel is reached as a minimum.

Conversions must be carried out by competent a person or business and a certificate of installation must be produced.

A vehicle powered by LPG or other approved alternative fuel, which does not have a provision for a spare tyre, must carry a suitable means to repair punctures

The V5 document must show the correct fuel type.

Changes to the fuel type used must be notified to the licensing authority within 7 days of conversion and the certification of installation provided. Appropriate time will be allowed for the change to the V5 document.

Number of Doors

Vehicles must have at least 4 doors with 2 on either side of the vehicle.

Doors must open wide enough as to allow easy access into and egress from the vehicle.

All vehicles, including multi-purpose vehicles, must have sufficient safe and suitable access and egress from the vehicle for the driver and all passengers, excluding the rear exit and the driver's front door.

Number of Seats

Vehicles must have a minimum of 4 passenger seats and a maximum of 8 passenger seats.

The maximum number of passengers which the vehicle will be licensed to carry will be the number of seats recorded on the V5C registration document (logbook) as being suitable for carrying passengers not including the driver.

Left Hand Drive Vehicles

Left-hand drive vehicles will not be considered as suitable for licensing on safety grounds.

Engine Size

Where a vehicle is powered only by an internal combustion engine (ICE) the engine shall produce at least 90hp and 200 NM torque.

Body work and Cleanliness

Keeping a vehicle in good condition is important to promote service excellence and to demonstrate to customers that passenger safety is the highest concern of the service.

Full details of the inspection requirements for body work and cleanliness are available in the Vehicle Licensing Policy (sections 12.12 and 12.13)

Accident/crash repaired vehicles

Only vehicles categorised as N or S insurance write offs may be presented for licensing.

Applicants must produce an engineer's report detailing the repairs made to the vehicle.

Where a V5C has comments in the special information section concerning previous accidents or repairs or any comment that gives rise to concerns over the safety of the vehicle it shall be the duty of the applicant to provide additional information to satisfy the authority that the vehicle is safe to be licensed

Autonomous Vehicles/Assistive Technology

In general any vehicle capable of operating autonomously will only be licensed where it can be shown that the driver will remain in control of the vehicle and that there are systems in the vehicle that monitor the driver's performance.

Vehicles with driver assistive features such as radar controlled assistive braking, cruise control and parking will be permitted.

Assistive Technology must not be used to allow the driver to relinquish control of the vehicle at any time when carrying passengers.

Tinted Windows

Window tints are only permitted as long as they are allowed within normal MOT tolerances.

These tolerances are found in Road Vehicles (Construction & Use) Regulations 1986 and are, for vehicles first used after 1985:

Front windscreen – must allow 75% light through

All other windows – must allow 70% light through

If the vehicle already has a licence and is to be modified to include a window tint, permission must be obtained from the licensing authority first.

Luggage

In general there must be sufficient space to carry luggage and the luggage space must be kept clean and in good condition.

Vehicle Modifications

Once a vehicle is licensed, proprietors must ask for written permission from the council before making any modification to the vehicle, including its seating capacity.



WATFORD BOROUGH COUNCIL

Vehicle Licensing Policy 2019 – 2024

Summary Document

Additional Requirements for Taxis and Private
Hire Vehicles

Introduction

This is a summary document. The details listed below do not replace the clause or conditions contained in the Vehicle Licensing Policy 2019-2024. This document lists the basic requirements in order for potential applicants to make an initial decision concerning the licensing of a particular vehicle. It is not comprehensive and should not be relied upon as such.

Additional requirements, conditions and further information are available to read in separate documents, particularly the Vehicle Licensing Policy 2019-2024, and we strongly advise you to read these documents before purchasing any vehicle and before submitting an application for a vehicle licence.

Equipment

Hackney Carriage Meter

A meter must be fitted to all hackney carriages and must be fitted securely

Proprietors must only use a taximeter of a type, and secured in a position, approved by the Council's officers.

The meter must be visible from the rear passenger seats, and must not interfere with the safe operation of the vehicle.

The meter must be sealed, without showing signs of tampering or misuse.

The taximeter must be calibrated to the tariff set by the licensing authority, and must not show any other tariffs.

A calibration certificate must be provided for all vehicles which are to be licensed for the first time.

Private Hire Meter

Private hire vehicles are not required to use a meter but in Watford almost all do.

If a vehicle does not have a meter fitted then it will be for the operator and proprietor to determine the manner in which a charge will be calculated. Under

separate regulations this charge or manner of charging must be discussed and agreed with the customer at the time of booking.

Proprietors may use a meter in a private hire vehicle providing it is secured in a safe and clearly visible position.

Credit Card Machines

A debit or credit card machine of the proprietor's choice may be installed.

If a card machine is advertised as in use it must be available for every passenger unless a fault prevents its use.

Non-Factory Fitted Equipment

Proprietors may not use non-factory fitted equipment (for example, radios, PDAs, sat-nav systems) unless they are installed in positions approved by the Council's officers

No equipment can obstruct driver or passenger movement in or out of the vehicle, affect passenger comfort, obstruct the driver's vision, or impede the driver's ability to control the vehicle.

Proprietors must notify the Council before installing any non-factory fitted equipment so that the equipment and proposed position may be tested in relation to safety and comfort.

The vehicle must not be used before approval has been given.

If the vehicle already has a licence and is to be modified to allow the use of a PDA, radio, or other such equipment, permission must be obtained from the licensing authority first.

Proprietors must ensure that equipment installed does not interfere with the electronic systems of their vehicle or other vehicles on the road.

First Aid Kit

Proprietors may carry a first aid kit for their use if they choose to do so. Where a proprietor carries a first aid kit they must:

Ensure it meets the requirements of the Health and Safety (First-Aid) Regulations 1981
Keep an accident reporting log in the vehicle

High Visibility Safety Vests

A number of fluorescent/high visibility safety vests equal to the carrying capacity of the vehicle must be carried for use by passengers and driver in an emergency situation.

Fire Extinguishers

Vehicles must carry a well maintained fire extinguisher of a size deemed appropriate by the proprietor.

Extinguishers must be securely stored in the vehicle in a fixed and easily accessible location.

Defibrillators

Vehicle proprietors may carry a defibrillator if they choose to do so.
Where a proprietor carries a defibrillator they must:

Receive satisfactory training in the use of the machine and provide certificated evidence to prove training.

Obtain the defibrillator from a recognised supplier of genuine quality machines and proof of purchase will be required.

Mount the defibrillator securely in a location where it cannot be accessed by passengers unless directed.

CCTV

Proprietors may install CCTV, both internal facing and external facing.

Where CCTV is installed, the following conditions must be met:

1. That the appropriate person responsible for the camera is registered as the Data Controller under the Data Protection Act 2018 and is responsible for ensuring compliance with that Act and associated legislation;
2. The use of the camera and the footage complies with the relevant guidance of the Information Commissioners Office (ICO);
3. The footage must remain “tamperproof” and be accessible only to the proprietor or a responsible third party;
4. Vehicles must display adequate signage notifying customers of the use of cameras, how long data is stored for and how customers can access the data;
5. Drivers must provide example documentation of a CCTV usage policy, Privacy Impact Assessment and Subject Access Request application.
6. Drivers must provide an in date copy of ICO registration certificate

Safety Screens

Proprietors may install a safety screen. Where a safety screen is installed, proprietors must:

Provide evidence of professional, certificated installation

Provide evidence of notification to, and approval by, the company insuring the vehicle

Vehicle Tracker

Proprietors may install a vehicle tracker.

Where a tracker is fitted it must be installed by a competent professional and proof of installation will be required.

Receipts

The driver of the vehicle must offer to each passenger (or, if there is more than one passenger, at least one of those passengers) at the end of their journey a receipt containing the following information:

- (a) the date
- (b) the fare for that journey

- (c) the number of the badge issued by the Council to that driver
- (d) other information that may be specified in writing to you by Council officers.

Signage and Roof Lights

Vehicle Plates

Plates may be attached permanently by way of fixing to the vehicle or by way of magnet. No other form of fixing is permitted.

The detachable plate slip must be displayed on the inside of the windscreen and be visible to all passengers.

Door signs

Hackney Carriages

Hackney carriages that do not display a livery must display door signs of a type and style approved by the Council's officers.

Signs must be attached to the front doors only.

Drivers must not, without reasonable excuse, fail to display such signs at all times that the vehicle is hired, plying for hire (including waiting on a rank), on the way to collect a passenger or otherwise used as a hackney carriage.

Private Hire Vehicle

Private Hire Vehicle door signs must be pre-approved by the Council's officers.

At all times when the vehicle is in use for work door signs **MUST** be applied to the driver's and front passenger door of such dimensions and colours as may from time to time be approved by the Council.

Signs must bear:

the words "Private Hire - Advance Bookings Only";

the operator's name and/or telephone number,

but may not contain the words "Taxi" or "Cab".

Door signs must be maintained in a clean, readable and undamaged state.

Roof lights

Hackney Carriages

All taxis must display a roof light showing the word 'taxi' on the front.

In the case of magnetic lights used on vehicles other than purpose built taxis, the words 'taxi' or 'for hire' must appear on the rear of the sign.

The roof sign must be maintained in good working order.

The magnetic light must be securely attached

The roof-sign must be capable of being lit, and must cease to be lit when the taximeter is brought into operation.

Hackney Carriages capable of carrying passengers in a wheelchair and/or of having accommodation for wheelchairs must incorporate a sign into the roof sign indicating their purpose

Private Hire Vehicles

Private hire vehicles **must not** have roof signs. This is to avoid confusion with hackney carriage vehicles.

Tariff Chart

Hackney carriages

A licence will not be granted where the tariff sheet is not on display at the time of inspection in accordance with the specification laid down in the byelaws.

Private Hire Vehicles

Private Hire Vehicles do not have to display a tariff chart.

Large Driver Badge

You must make sure that there shall be displayed so that it is visible from all parts of the vehicle, whilst it is available and used for hire, an identity style badge as provided by, and which shall remain the property of, the Council, which shall have incorporated within it a photograph of your face and your badge number.

Advertisements

No advertisement or sign of any nature can be displayed on the vehicle other than an advertisement or a sign of a type authorised by the Council.

The following conditions apply with regard to advertisements.

1. All liveries must be approved by the Council and proposal must be accompanied by full colour, three view artwork. The first cab contract must be presented at the Council offices for inspection of the finished livery.
2. No secondary advertising permitted, whether in the form of the company logo preparing the vehicle or the name of the advertising agency.
3. Damaged or unmatched panels are unacceptable and will not be acceptable for re-licensing/renewing in this condition.
4. No part of the advertisement shall appear on any windows so as to obstruct or interfere with, or of the vision of the driver and/or passengers.
5. Window graphing, scrolling advert or hubcaps advertising not permitted.

Livery

Hackney carriages may display a livery.

Where the livery is displayed it must be in accordance with the approved livery of black vehicle with yellow bonnet stripes, yellow boot stripes and yellow roof stripes to a standard colour code approved by the council

There are no livery requirements for private hire vehicles.

Other Signage

Vehicles must display at least one “No Smoking” sign on at least one near-side and one off-side window to be clearly visible to passengers before entering the vehicle. Vehicles may only display the following window stickers or signs providing that they do not obscure vision:

- (a) the Council’s official plate (the detachable slip)
- (b) the name and telephone number of a Watford hackney carriage or private hire firm, recognised by the Council
- (c) an authorised parking permit
- (d) membership of a recognised motoring organization or a hackney carriage or private hire association
- (e) disability awareness signs.
- (f) If CCTV is in use, signs notifying customers of the use, storage and access must be displayed.
- (g) A sign advertising the availability of debit or credit card facilities

No other signage is permitted unless permission is expressly granted by the licensing authority on application

Exemptions from display of signage etc.

Hackney Carriage

Exemption from displaying the council approved door sign is only available where an alternative door sign of an approved design is displayed in the same place on the front doors. Applications for alternative door signs must be made in accordance with the requirements of section 14.6 Vehicle Licensing Policy 2019-2024 (Advertisements). Applications will only be considered where the alternative sign is a form of advertising for a taxi firm or operator.

There is no exemption from displaying a roof sign.

There is no exemption from displaying a vehicle plate.

Private Hire Vehicles

Door Signs

An exemption for the display of door signs is available.

An exemption for the display of door signs will only be granted where the proprietor can provide written evidence in support of the application from a company requesting to use their services without door signs. This evidence must be corroborated by the private hire operator.

Where an Exemption Certificate has been issued for the vehicle by the Council, a magnetic sign may be applied instead to the driver's and front passenger door providing that it meets the requirements stated in section 14.2 and in addition contains in prominent figures the number of the vehicle plate issued to that vehicle. The magnetic signs must be displayed on the vehicle whilst it is being used for Non-Contract Work and may be removed whilst being used for Contract Work.

Within this condition:

Contract Work means journeys undertaken for hire or reward as part of a regular course of business with a particular client or customer as determined to the satisfaction of the Council's officers;

Non-Contract Work means all other journeys for hire or reward including those conducted for the purposes of conveying children to or from any school or educational establishment.

Vehicle Plate

An exemption for display of vehicle plate is available.

An exemption for display of vehicle plate will only be granted where the vehicle is to be used exclusively for work under contract (as defined above) where bookings are:

- made at least 24 hours in advance;
 - references from clients supports the use of the vehicle where no plate should be displayed, and;
 - payments for such bookings are made by invoice or account.
- evidence is provided by the private hire operator to support the application

In such cases where an exemption to displaying a plate is granted, the vehicle shall instead display a disc issued in its place. The disc shall be displayed in the front windscreen of the vehicle.



WATFORD BOROUGH COUNCIL

Vehicle Licensing Policy 2019 – 2024

Summary Document

Wheelchair Accessible Vehicles

Introduction

This is a summary document. The details listed below do not replace the clause or conditions contained in the Vehicle Licensing Policy 2019-2024. This document lists the basic requirements in order for potential applicants to make an initial decision concerning the licensing of a particular vehicle. It is not comprehensive and should not be relied upon as such.

Additional requirements, conditions and further information are available to read in separate documents, particularly the Vehicle Licensing Policy 2019-2024, and we strongly advise you to read these documents before purchasing any vehicle and before submitting an application for a vehicle licence.

Wheelchair Accessible Vehicles

In additions to other policy sections within the Vehicle Licensing Policy 2019-2024 the following applies to wheelchair accessible vehicles:

Type Approval and design

Wheelchair Accessible Vehicles must be professionally constructed or converted and tested conforming to M1 type approval under EWVTA, NSSTA or statutory 'normal' IVA.

Wheelchair Accessible Vehicles can be side or rear loading.

Restraints

A three-point seatbelt assembly together with suitable wheelchair restraints must be provided for the use of wheelchair occupants in vehicles capable of carrying passengers in their wheelchairs.

Anchorage must be provided for the both the wheelchair and wheelchair user to the latest industry standard. Restraints for wheelchair and occupant must be independent of each other.

Ramps

A ramp(s) for the (un)loading of wheelchair passengers must be available at all times for the safe access and egress of passengers. Adequate locating device(s) must be fitted to ensure that the ramp(s) do not slip or tilt when in use. The ramp(s) must be of sufficient strength and stability such that they will not bend and will remain stable during use and must be of a safe working limit of at least 300 kg over its entire length. The ramp(s) must be capable of being stowed away securely and safely when not in use.

Ramps which are removable must be permanently legibly marked with the registration mark of the vehicle for which they are provided.

Lifting Mechanism

Lifting mechanisms fitted to any licensed vehicle must conform and be tested in accordance with the Lifting Operations and Lifting Equipment Regulation 1998 (LOLER). Any costs associated with this requirement are the responsibility of the vehicle proprietor.

A valid compliance report conform to LOLER must be kept in the vehicle and be available for inspection.

Training

Where a vehicle is capable of carrying a passenger sitting in a wheelchair in the vehicle, the driver of the hackney carriage or private hire vehicle must demonstrate at time of vehicle inspection on application an ability to use the equipment provided for the carriage of passengers. All drivers must attend a disability awareness course approved by the Council.



WATFORD BOROUGH COUNCIL

Vehicle Licensing Policy 2019 – 2024

Summary Document

Limousines, Tuk-Tuk's, Rickshaws,
Novelty/Other Vehicles

Introduction

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Additional requirements, conditions and further information are available to read in separate documents, particularly the Vehicle Licensing Policy 2019-2024, and we strongly advise you to read these documents before purchasing any vehicle and before submitting an application for a vehicle licence.

Stretched Limousines

In additions to Vehicle Licensing Policy 2019-2024 policy sections 1-14, the following applies to stretched limousine vehicles. Section 12.10 (left hand drive vehicles) shall not apply.

- a. That no vehicle over 10 years old shall be licensed as a stretched limousine
- b. That applications are accompanied by the relevant IVA inspection certificate
- c. That vehicles are required to pass an MOT test every 6 months
- d. That the result of this MOT test be submitted to the licensing team at the time of the test

Tuk Tuks, Rickshaws, Velotaxis and Pedicabs

Non-motorised vehicles cannot be licensed as private hire vehicles.

In order for applications for motorised vehicles to be determined applicants will be required to demonstrate how they propose to comply with this policy.

In respect of hackney carriages, which can be motorised or non-motorised, there are a number of issues that need to be considered including the current numerical limit on licences and wheelchair accessibility.

The driver of any hackney carriages and private hire vehicle needs to hold an appropriate drivers licence issued by the council and the same would be required were any other type of vehicle to be licensed.

Applicants wishing to licence any type of vehicle similar to a tuk tuk, rickshaw, velotaxi or pedicab should consider this policy and aim to demonstrate how they propose to comply with the relevant requirements.

Any decision on the grant of such a licence will only be taken by the Group Head of Community and Environmental Services or the Head of Community Protection in consultation with the Chair of the Licensing Committee.

If the Council were minded to grant licences for tuk tuks, rickshaws or pedicabs appropriate conditions would need to be attached and these may be in addition to conditions imposed under this policy.

Other Novelty or Specialist Vehicle Types falling outside of this policy

Any vehicle not conforming to the regular standards required may be considered as a novelty or specialist vehicle on application.

Any person wishing to licence any vehicle that falls outside of this policy should apply in writing to licensing team giving reasons for the application.

An application must be accompanied by a full explanation of a business proposal and reasons as to why the grant of a licence should be considered.

Any decision on the grant of a licence to a specialist, classic or novelty vehicle will only be taken by the Group Head of Community and Environmental Services or the Head of Community Protection in consultation with the Chair of the Licensing Committee.



WATFORD BOROUGH COUNCIL

Vehicle Licensing Policy 2019 – 2024

Applicant Check Sheet

For both Hackney Carriage and Private Hire (except where stated)	Requirement
Vehicle Type Approval as shown on V5	M1 or relevant IVA certificate
Vehicle Design	<p>Any of the following:</p> <ul style="list-style-type: none"> Professionally converted Wheelchair Accessible Vehicle Saloon Estate Hatchback <p>(only hackney carriages may be purpose built 'black cab type vehicles'. Private hire vehicles cannot have a built in roof light or look like a taxi.)</p> <ul style="list-style-type: none"> Right hand drive Four doors Engine power of at least 90hp and 200nm torque (or hybrid/fully electric) Reasonable space for passengers and luggage Any fuel type providing it meets the relevant euro emission level (see table below) Accident/crash repaired only at level N or S Window tints that meet MOT requirements No other non-factory modifications
Bodywork	<ul style="list-style-type: none"> Clean No scratches, dents or rust No mismatched paint
Interior	<ul style="list-style-type: none"> Clean seats free of stains Correct signage:

	No smoking signs Tariff (hackney carriage) Meter Fire extinguisher First Aid kit (optional) Accident book (optional) Hi-vis emergency vests for all passengers and driver Spare wheel or spare wheel repair kit
--	--

Age Limits for vehicles at first time of licensing

All time periods are given from the date of first registration.

Hackney carriage or a private hire vehicle powered only by an internal combustion engine (traditional car engine)	no more than 7 years old at the date of application.
Hackney carriage or a private hire vehicle (other than a wheelchair accessible vehicle) powered by a petrol/electric-hybrid engine	no more than 7 years old at the date of application.
Hackney carriage or a private hire vehicle (other than a wheelchair accessible vehicle) powered by an electric motor with or without on-board range extending generator	no more than 10 years old at the date of application
Any zero-emission capable (petrol/electric-hybrid/electric with or without range extender) wheelchair accessible vehicle	no more than 10 years old at the date of application

Any vehicle that does not comply with European Community Whole Vehicle Type Approval (ECWVTA) or equivalent (section 12.1) will not be licensed past 31 March 2020.

Maximum Age of Vehicle before Replacement/Emission Standards

At time of licensing, from date:

01 April 2022	No vehicle first registered with the DVLA before January 2006 will be licensed or re-licensed.
01 April 2025	Any vehicle using diesel or petrol fuel only (or diesel or petrol alternative such as biofuel/LPG) must be rated as at least Euro 6. Any petrol/electric hybrid must be at least Euro 5b.

Appendix 14

Vehicle Licensing Policy

Public Consultation Summary of Responses

Question Number	Relevant to Clause or Condition (number of respondents to question)	Response (%)				
		Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
1	Limitation of Numbers (236)	41.10	32.63	10.59	8.05	7.20
2	Hackney Carriage Intended Use (209)	45.45	33.97	2.39	2.87	15.31
3	Dual Plating (202)	47.03	20.79	10.89	5.45	15.84
4	Vehicle Type Approval (187)	31.02	25.13	4.28	5.88	32.62
5	Vehicle Type Approval (158)	28.48	29.75	3.80	5.70	32.28
6	Vehicle Design and Size (150)	46.00	39.33	7.33	4.00	2.67
7	Vehicle Design and Size (146)	40.41	38.36	6.85	5.48	8.90
8	Vehicle Design and Size (139)	55.40	35.97	3.60	2.88	2.16
9	Age Limits (130)	36.15	26.92	16.15	9.23	10.77
10	Maximum Age and Emissions Standards (121)	35.54	28.10	5.79	14.05	16.53
11	Zero Emissions Capable/Hybrid Vehicles (115)	46.96	34.78	2.61	5.22	8.70
12	Alternative Fuels (106)	43.40	38.68	4.72	3.77	9.43

Appendix 14

Question Number	Relevant to Clause or Condition (number of respondents to question)	Response (%)				
		Strongly Agree	Agree	Disagree	Strongly disagree	No Opinion
13	Number of Seats (103)	60.19	33.01	1.94	1.94	2.91
14	Number of Seats (97)	52.58	41.24	2.06	2.06	2.06
15	Tyres/Spare Wheel/Puncture Repair (96)	50.00	37.50	3.13	4.17	5.21
16	Left Hand Drive (94)	58.51	35.11	3.19	3.10	0.00
17	Engine Size (93)	22.58	30.11	3.23	2.15	41.94
18	Bodywork (93)	45.16	37.63	8.60	2.15	6.45
19	Cleanliness (93)	56.99	36.56	3.23	1.08	2.15
20	MOT/Insurance/V5 (91)	67.03	26.37	3.30	2.20	1.10
21	Accident/crash repaired vehicles (88)	48.86	34.09	2.27	6.82	7.95
22	Autonomous Vehicles/Assistive Technology (84)	51.19	27.38	3.57	10.71	4.76
23	Tinted Windows (83)	51.81	33.73	6.02	4.82	3.61
24	Luggage (83)	49.40	39.76	2.41	1.20	7.23
25	Vehicle Modifications (83)	51.81	36.14	4.82	2.41	4.82
26	Hackney Carriage Meter (82)	68.29	25.61	0.00	3.66	2.44

Appendix 14

Question Number	Relevant to Clause or Condition (number of respondents to question)	Response (%)				
		Strongly Agree	Agree	Disagree	Strongly disagree	No Opinion
27	Private hire Meter (83)	56.63	30.12	0.00	6.02	7.23
28	Credit/Debit Card Machine (83)	53.01	38.55	3.61	2.41	2.41
29	Non-factory fitted equipment (82)	43.90	36.59	7.32	4.88	7.32
30	First Aid Kits (78)	44.87	33.33	8.97	7.69	5.13
31	Hi-Vis Vests (80)	33.75	36.25	8.75	7.50	13.75
32	Fire Extinguishers (80)	50.00	31.25	1.25	6.25	11.25
33	Defibrillators (80)	35.00	38.75	10.00	2.50	13.75
34	CCTV (80)	43.75	37.50	7.50	3.75	7.50
35	Safety Screens (80)	46.25	30.00	7.50	2.50	13.75
36	Vehicle Trackers (80)	46.25	31.25	3.75	5.00	13.75
37	Receipts (79)	54.43	27.85	6.33	2.53	8.86
38	Vehicle Plates (80)	57.50	31.25	1.25	2.50	7.50
39	Door Signs – Hackney Carriages (78)	39.74	41.03	3.85	3.85	11.54
40	Door Signs – Private hire Vehicles (80)	40.00	37.50	1.25	3.75	17.50

Appendix 14

Question Number	Relevant to Clause or Condition (number of respondents to question)	Response (%)				
		Strongly Agree	Agree	Disagree	Strongly disagree	No Opinion
41	Roof Lights – hackney carriages (80)	46.25	40.00	1.25	1.25	10.00
42	Roof Lights – private hire vehicles (80)	28.75	28.75	8.75	7.50	26.25
43	Tariff Charts (79)	44.30	35.44	7.59	5.06	6.33
44	Large Driver Badge (79)	55.70	32.91	1.27	3.80	6.33
45	Advertisements (79)	37.97	25.32	7.59	7.59	21.52
46	Livery (79)	35.44	31.65	3.80	7.59	21.52
47	Other Signage (79)	44.30	35.44	2.53	3.80	13.92
48	Exemptions – hackney carriage vehicles (79)	29.11	32.91	2.53	10.13	25.32
49	Exemptions – private hire vehicles (78)	24.36	28.21	7.69	5.13	34.62
50	Exemptions – private hire vehicles (78)	28.21	30.77	5.13	2.56	33.33
51	Wheelchair Accessible Vehicles (78)	46.15	39.74	0.00	1.28	12.82
52	Restraints (78)	50.00	35.90	2.56	1.28	10.26
53	Ramps (78)	47.44	44.87	1.28	2.56	3.85
54	Lifting Mechanisms (78)	51.28	33.33	0.00	3.85	11.54

Appendix 14

Question Number	Relevant to Clause or Condition (number of respondents to question)	Response (%)				
		Strongly Agree	Agree	Disagree	Strongly disagree	No Opinion
55	Training (78)	61.54	29.49	0.00	3.85	5.13
56	Stretched Limousines (78)	30.77	29.49	10.26	5.13	24.36
57	Tuk Tuks and Pedicabs (78)	33.33	26.92	3.85	15.38	20.51
58	Novelty or Specialist Vehicles (77)	32.47	36.36	5.19	2.60	23.38
59	Any Other Reasonable Matter (77)	51.95	35.06	1.30	1.30	10.39



WATFORD BOROUGH COUNCIL

Vehicle Licensing Policy 2019 – 2024

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Terminology

Definitions

Appeal	A review of our decision. Appeal is to the Magistrates' Court or the Crown Court. The Courts may uphold our decision (agree with the Local Authority), or overturn it (agree with you).
Borough	The area covered by Watford Borough Council
DfT	Department for Transport
Driver	A person licensed by a local licensing authority to drive a licensed vehicle.
DVLA	Driver and Vehicle Licensing Agency
EWVTA	European Whole Vehicle Type Approval
Guidance	The guidance issued by the Department for Transport on 2 March 2010: Taxi and Private Hire Vehicle Licensing: Best Practice Guidance
Hackney Carriage	A vehicle that can carry passengers for hire or reward. The vehicle can be hailed by its passenger from the street; can park on a rank while waiting for its passenger; is available for immediate hire. Also known as a taxi .
Internal Combustion Engine (ICE)	A traditionally powered car engine running on petrol or diesel or another combustible fuel
IVA	Individual Vehicle Approval (may be Statutory or Voluntary)
MOT	Ministry of Transport – annual motor vehicle inspection
NSSTA	National Small Scale Type Approval
Private Hire Operator	Person or entity which makes provision for the offer and acceptance of private hire services. Also known as a minicab office or firm.

Private Hire Vehicle	A vehicle that can carry passengers by prior arrangement only through a licensed private hire operator. This type of vehicle cannot stand on a rank, or give the impression that it is available for immediate hire. Also known as a minicab . Abbreviated to PHV .
Proprietor	The person(s), partnership or company named on, and who are in possession of a licensed vehicle.
Refuse/Refusal	A decision not to grant the licence.
Revoke	To take away a licence permanently.
Suspend	To take away a licence temporarily.
The Council	Watford Borough Council

Where a condition states the licence holder ‘must’ do something then if this condition is not met a licence will not be granted.

Where a condition states the licence holder ‘may’ do something, then it is down to the licence holder to choose whether to comply. If a licence holder chooses to comply then any associated conditions are compulsory and the licence holder must comply with them.

*For example, a licence holder **may** install CCTV. If a licence holder chooses to install CCTV then they **must** comply with the conditions concerning data protection, signage, audio recording etc.*

1 Introduction

1.1 Power to Create Policy

There is no statutory requirement for a local authority to create or adopt a vehicle licensing policy. James Button, in *Button on Taxis*, says,

“As with all other areas of it’s activity, the local authority is entitled to adopt policies in relation to hackney carriage and private hire licensing. Policies are an integral part of the decision making process, informing and guiding the decision makers, and providing a valuable aid to decision making.”

This Vehicle Licensing Policy is written to ensure consistent and proportionate decisions are made in determining the fitness of a vehicle to be licensed as a hackney carriage or private hire vehicle.

The information contained within this policy assists in determining conditions to be attached to vehicle licences pursuant to sections 47 and 48 Local Government (Miscellaneous Provisions) Act 1976, as amended, which grants Watford Borough Council (“the Council”) the power to apply conditions to hackney carriage and private hire vehicle licences.

1.2 Policy Objectives

This policy provides guidance to businesses operating or looking to operate hackney carriage (taxi) or private hire (minicab) services in Watford.

The policy lists a range of requirements that must be met before a licence will be granted for a taxi or minicab.

The policy provides confirmation for passengers, residents, visitors and other road users of the standards that are expected and can be found by those offering taxi and minicab services in Watford

The policy allows for consistency in decision making by officers of the council.

The policy provides consistency for those operating taxi or minicab businesses.

In creating this policy the council has had regard to a number of reports and publications including, but not limited to:

the guidance issued by the Department for Transport on 2 March 2010: Taxi and Private Hire Vehicle Licensing: Best Practice Guidance ('The Guidance');

the Department for Transport consultation on statutory guidance which took place in April 2019;

the Department for Transport Inclusive Transport Strategy 2018;

the report of the Taxi Task and Finish Group, published September 2018 - Taxi and private hire vehicle licensing: recommendations for a safer and more robust system and;

the report (2016) of the House of Lords Select Committee on the Equality Act 2010 and Disability. The Equality Act 2010: the impact on disabled people

The report of the Equality and Human Rights Commission, 2017 - Being Disabled in Britain: A Journey Less Equal

The Air Quality (Taxi and Private Hire Vehicles Database) (England and Wales) Regulations 2019: Statutory guidance

The council has conducted detailed research and consulted with a number of bodies, stakeholders and the public. All views have been considered and a proportionate outcome reached.

The policy is intended to:

- a. improve the safety of taxi and private hire provisions
- b. improve the safety of drivers, proprietors and operators
- c. ensure access to transport provision for all residents, particularly those who cannot access services using new technology
- d. support the council's aims in improving air quality and reducing environmental impact
- e. support the council's aims of becoming carbon neutral by 2030
- f. assist in reducing traffic congestion
- g. support the growth and sustainability of local business
- h. provide and maintain a professional and respected hackney carriage and private hire trade by continued monitoring and improvement of standards of service.

Hackney carriages and private hire vehicles have a specific role to play in an integrated transport system. They are able to provide safe, secure and comfortable transport. They provide a unique on-request door to door service in various circumstances, including where public transport may not be available or for those with mobility difficulties.

The aim of the licensing process, in this context, is to regulate the hackney carriage and private hire trade in order to promote the objectives. It is the Council's wish to facilitate professional and responsible businesses, which display sensitivity to the wishes and needs of the general public, whilst maintaining the current high standard of service provision.

When considering this Policy, the Council have tried to ensure that each requirement is properly justified by the risk it seeks to address, balancing the cost of the requirement against the benefit to the public.

1.3 Policy Duration

This Policy will take effect from **TBC** and will be kept under review and amended as and when necessary to reflect changes in legislation, case law, statutory guidance and best practice.

Administrative amendments to this Policy (required by virtue of legislative changes, revised statutory guidance, a Council restructure or administrative procedural changes) may be made by the Group Head of Community and Environmental Services, the Head of Community Protection or the Business Team Manager. Amendments under this section are restricted to those required to accurately reflect the current legal or administrative position rather than amendments that change the focus of local policy.

The Policy will be reviewed within five years of commencement.

In the event of any significant amendment to the Policy, a full public consultation will be undertaken prior to consideration by the Licensing Committee.

For the purpose of this section, a significant amendment is defined as one that:

- (i) will have significant financial impact on applicants, licence holders or the public,
- (ii) will have a significant procedural impact on applicants, licence holders or the public, or

- (iii) may not be perceived by the trade or the public to be consistent with the policy objectives set out in section 1.2 above.

1.4 Departure from the Policy

In exercising its discretion in carrying out its regulatory functions, the Council will have regard to this policy document and the objectives set out within.

All policies are the starting point for decisions and this policy. The policy should carry significant weight when applied to any decision. However, all decisions are taken on the merit of the individual case and where an applicant wishes to apply for a licence outside of the requirements contained within this policy, full and unfettered consideration will be given to that application. Certain unique situations are referred to within this policy but it is not possible to cover all eventualities. However, applicants should be aware that departures from policy will usually be restricted to exceptional circumstances and not used to circumvent the reasonable requirements of the Policy. Furthermore, any applicant who remains aggrieved at a decision of the licensing authority and who wishes to challenge that decision can do so by application to the Court (see section 9).

Substantial Departure from Policy

Where it is necessary for the Council to depart substantially from this Policy, clear and compelling reasons for doing so must be given. The Group Head of Community and Environmental Services or the Head of Community Protection may authorise a departure from the Policy in accordance with this section if they consider it necessary in the specific circumstances.

Minor departure from Policy

Where an applicant is able to demonstrate that a minor departure from this Policy, based on the individual circumstances of that application, would still ensure that the policy objectives are achieved, the Group Head of Community and Environmental Services, the Head of Community Protection or the Business Team Manager may authorise a licence to be issued.

2 Specifications and Conditions

Licensing authorities have a wide range of discretion over the types of vehicle that they can licence as hackney carriages or private hire vehicles. The Department for

Transport guidance suggests that local licensing authorities should adopt the principle of specifying as many different types of vehicle as possible.

The Council has the power under sections 47 and 48 of the Local Government (Miscellaneous Provisions) Act 1976 to impose such conditions, as it considers reasonably necessary, in relation to the grant of a hackney carriage or private hire vehicle licence. Hackney carriages and private hire vehicles provide a necessary service to the public and it is appropriate to set standards for the external and internal condition of the vehicle, provided that the standards are reasonable and proportionate.

This Policy sets out the Council's minimum standards of vehicle specification, which apply in respect of all licensed vehicle applications. This specification will need to be met prior to licensing and maintained throughout the duration of the licence. This will be achieved by attaching licence conditions to all hackney carriage and private hire vehicle licences at the time of grant.

Except where explicitly highlighted in the sections of the policy, sections apply equally to both hackney carriage and private hire vehicles. Where sections differ this is stated in the policy and will be reflected in the specific conditions attached to each type of licence.

3 Accessibility

In 2014 Watford Borough Council commissioned a report into accessibility in the taxi and private hire trade in Watford. This report led to a series of recommendations and improvements and, following a decision of the licensing committee in 2017, the beginning of the ongoing Accessible Transport Project. This vehicle licensing policy is directly linked to the continuing objectives of the Accessible Transport Project.

Watford Borough Council is committed to championing equality and embracing diversity across the full range of our services, whether we deliver the service ourselves or through partnership, and in our role as an employer.

The following two statements are taken from the Equality and Human Rights Commission report of 2017,

“Access to transport is an important part of independent living and participation in family and community.”

“Poor access to transport, leisure and other services can affect the community and social life of disabled people, creating a barrier to independence and their enjoyment of day-to-day activities.”

Elliot Dunster, Group Head of Policy, Research and Public Affairs at the charity Scope, in submissions to the House of Lords Select Committee, said,

“Taxis and private hire vehicles are not just issues for people with physical disabilities; people with mental health problems or learning disabilities or autism are much more likely to use taxis or private hire vehicles if they cannot use public transport for a variety of reasons.”

In his foreword to the Department for Transport’s Inclusive Transport Strategy, the Chair of the Disabled Persons Transport Advisory Committee, Keith Richards said,

“DPTAC’s vision is that disabled people should have the same access to transport as everybody else, to be able to go where everyone else goes and to do so easily, confidently and without extra cost.”

Lastly, the recent Task and Finish Group headed by Professor Mohammed Abdul-Haq, published in Sept 2018 said of accessibility and any proposed standards,

“Evidence received by the Group highlighted that consideration of accessibility needs is essential in any reform of the sector. If the Government enacts national standards, accessibility considerations should be an integral part of their development, not a mere add-on. In the short term, it is important that licensing authorities use the powers they already have to improve access and passenger experience.”

The Guidance suggests that different accessibility considerations should apply between hackney carriages and private hire vehicles because hackney carriages can be hired in the street or at a rank, by the customer dealing directly with a driver, whereas private hire vehicles can only be booked through an operator. Given the above statements from leading authorities on accessibility, the Council considers accessibility to be a leading consideration for both vehicle types and it is recognised that there is no one specific type of vehicle which provides full accessibility for all.

The Council considers it particularly important that a disabled person should be able to hire a suitable accessible vehicle with the minimum delay or inconvenience whether on the rank or by pre-booking through an operator. Having an acceptable proportion of accessible hackney carriages and private hire vehicles available helps ensure that this is possible; therefore the Council will actively encourage the licensing of sufficient accessible vehicles and have regard to the requirements of the

Equality Act 2010, particularly the council's duty under section 149, Equality Act 2010, and any subsequent equalities legislation.

Section 167 of the Equality Act 2010 allows the Council to designate accessible vehicles as subject to the requirements of the Act making it a criminal offence to refuse a passenger with a wheelchair or charge an additional fare. In support of the Council's desire to provide accessible transport for those with disabilities, all wheelchair accessible hackney carriages and private hire vehicles will be designated for this purpose. Please find this information online at www.watford.gov.uk/wav

Drivers who, for medical reasons, are unable to accept wheelchair passengers or assistance dogs are able to apply to the Council for an exemption certificate. Such a certificate is only issued on production of appropriate medical evidence. Exemption certificates, which show the photograph of the driver, must be displayed in the vehicle at all times whilst licensed as a hackney carriage or private hire vehicle. In the absence of a medical exemption certificate from the Council, it would be a criminal offence for any hackney carriage or private hire driver to refuse to carry an assistance dog or a passenger with a wheelchair, to refuse to allow the assistance dog to remain with the passenger throughout the journey, or to make any additional charge for the carriage of the assistance dog or wheelchair user.

4 Environmental Considerations

On 9 July 2019 at a meeting of the full Council, elected members of Watford Borough Council declared a climate emergency and committed to doing all they could to ensure Watford is carbon neutral by 2030.

Councillor Ian Stotsebury, elected member for Callowland Ward and member of the Hertfordshire Sustainability Forum, commented,

"Climate change is a universal threat, and a threat of our own making. We must continue to be bold and truly lead on this crucial issue. By doing so we can help our residents reduce their bills, help clean our air, and improve access healthier modes of transport."

"We can support local ecology, biodiversity and bring natural beauty to new areas. I'm really proud that we have been able to declare a climate emergency. It's important we act now, before it is too late."

In June 2019 the UK government became the first government of a major nation to pass legislation (by amendment of previous law) committing to a 'net-zero' carbon output by 2050.

A November 2018 report by the Intergovernmental Panel on Climate Change stated that, in order to keep global warming to 1.5 degrees, emissions of harmful gases would have to be cut by around 45% by 2030, aiming for net-zero by 2050.

Guidance issued in relation to the Air Quality (Taxis and Private Hire Vehicles Database) (England and Wales) Regulations 2019 lists minimum emission levels for petrol and diesel cars accessing designated Clean Air Zones.

The Council have also given careful consideration to the recommendation in the Department for Transport guidance of 2010 that, in the interests of the environment, tougher emissions standards should be introduced for all licensed vehicles and, in-line with council policy, considers its responsibility in protecting the environment to be a predominate factor within licensing policy.

It is clear that emissions from vehicles contribute a significant volume of gases that are harmful to the environment and to health. Air quality complaints in Watford are increasingly linked to locations where taxis and private hire vehicles wait, often with engines running.

The single biggest factor in controlling this is to strictly control factors determining the licencing of vehicles. It is also true that emissions could be further reduced through education and raised awareness of environmental issues. Simple measures such as better and more frequent vehicle maintenance and servicing; or switching off engines when stationary or idling, particularly at hackney carriage ranks, can make a significant environmental impact considering the number of licensed vehicles.

The Council strongly encourages the use of cleaner, low emission vehicles as hackney carriages or private hire vehicles and will continue to offer a reduced licence fee for electric vehicles.

5 Limitation of Numbers

Hackney Carriage Licences

On 19 March 2012 the Council set a maximum limit of 304 hackney carriage vehicle licences. This limit is a descending limit. When a licence is surrendered or revoked,

the limit shall decrease by the number of licences which were surrendered or revoked.

Any exception to this strict policy is considered on a case-by-case basis by the Group Head of Environmental Services in consultation with the Chair of the Licensing Committee.

This decision to limit numbers was taken following an unmet demand survey found that there was no significant unmet demand.

The council are confident there remains no unmet demand. Since 2012 the number of licensed hackney carriage has decreased and now stands at 278.

However, the council are mindful that no further survey has taken place and that to impose a limit is contrary to best practice.

Therefore, in view of the desire:

- not to restrict applications against best practice, but
- not to significantly increase the number of licences where there is no unmet demand,
- to support the council in achieving its goal of net-zero carbon emissions by 2030, and
- to improve the provision of wheelchair accessible vehicles

in addition to an exemption agreed on a case-by-case basis by the Group Head of Community and Environmental Services in consultation with the Chair of the Licensing Committee (current policy), the council will consider applications for new hackney carriage licences where the vehicle is:

- A wheelchair accessible vehicle, and;
- Zero emission capable, and;
- Displays the approved Watford Borough Council livery

Private Hire Vehicles

No powers exist for licensing authorities to limit the number of private hire vehicles that can be licenced.

6 General duties of Proprietors

6.1 Applications

Applications must be made in accordance with the Policy.

Applicants are required to make a booking online and details of this process and the testing procedure can be found online at:

www.watford.gov.uk/vehicle

Applicants for a vehicle licence must be at least 18 years old.

6.2 Renewals

All vehicle licences are granted for a maximum of 1 year or until the expiry of the current MOT if less than 1 year until expiry.

An application for renewal of a vehicle licence must be received before the expiry of the current licence. If a renewal application is received after the expiry of the current licence then that application shall be treated as a new application.

If an application for a hackney carriage licence renewal is received after the expiry of the current licence then that licence will have expired and no new licence can be granted under the limit imposed except under conditions listed in section 5 of this policy.

A delay in renewal following expiry is only acceptable in the following circumstances;

- a. Unavoidable due to accident at the time of renewal leading to a requirement to purchase a new car.
- b. A delay caused by the licence holder not being in the UK at the time of renewal but only where the licence holder has notified the licensing team in writing in advance of the current expiry date.
- c. Any other similar reason for delay where the licensing team has been notified in writing in advance of the current expiry date.

6.3 Fees

The fees for applications are set by the Licensing Committee annually and are published separate to this policy.

Fees will apply in all cases unless otherwise determined.

Refunds will not be given where a plate is surrendered part-way through the licence period.

6.4 Details of driver to be held

Where the proprietor of a hackney carriage or private hire vehicle rents, lends, leases or otherwise provides the vehicle to another licensed driver, whether for payment or not, they shall take and keep details of the driver's council licence number.

6.5 Change of Address

Proprietors are required to notify the licensing authority of any change to the registered address where the vehicle is kept as soon as reasonable practical and in any case no later than 28 days from the change.

7 Maintenance of Standards

Vehicle licence conditions are intended to ensure that all vehicles reach a minimum safe standard. All vehicles are presented to the Council for licensing and all vehicles whilst licensed must comply with the Council's current Vehicle Licensing Policy.

Vehicles, once licensed, must be maintained in a mechanically safe and roadworthy condition, compliant with Council requirements, be kept clean and well presented. Failure to maintain a vehicle to an acceptable standard is a relevant matter when considering whether to grant, suspend, refuse or take any other action in respect of a driver, vehicle or operator licence.

When renewing a hackney carriage or private hire driver, operator or vehicle licence, the Council will take in to account a licence holders history of compliance with this policy.

8 Inspections and Enforcement

Under section 50 Local Government (Miscellaneous Provisions) Act 1976 the council has the power to inspect vehicles.

In accordance with the Environmental Health Compliance Policy 2016 – 2021 a proportionate response will be taken in instances of breaches of licence condition.

Where a licence condition is breached this will usually result in suspension of the vehicle licence until such time as the vehicle is inspected by an officer of the council and found to be safe to use.

Where sustained or multiple breaches occur, this may lead to prosecution of the licence holder or revocation of the licence.

9 Appeals

Where an applicant is aggrieved by a decision of the licensing authority to refuse, revoke or suspend a vehicle licence they have the right of appeal to the Court in accordance with sections 300-302 Public Health Act 1936 and section 77 of the Local Government (Miscellaneous Provisions) Act 1976.

Where the decision to refuse, revoke or suspend a licence is made the applicant or licence holder will be sent a notice explaining the reasons for the decision. This notice will include details of the rights of appeal.

10. Hackney Carriage Vehicle Intended Use Policy

Hackney Carriages licences were initially created in order to provide for public transport convenience within local areas.

In keeping with this intended use Watford Borough Council has a policy to determine whether or not the grant of a licence would unfairly impact upon another potential applicant if that vehicle is not actually going to be used predominantly within the borough area.

This is particularly important in Watford where a cap is maintained on the number of licences that can be issued.

Applicants for a new hackney carriage vehicle licence will be expected to demonstrate a bona fide intention to ply for a hire within the administrative area of Watford Borough Council under the terms of the vehicle licence for which the application is being made.

There will be a presumption that applicants who do not intend, to a material extent, to ply for hire within the administrative area of Watford Borough Council will not be granted a hackney carriage licence authorising them to do so.

11. Dual Licensing

Dual licensing or 'plating' of a vehicle presents a number of practical issues.

The first arises in that once licensed as a hackney carriage, a vehicle is always a hackney carriage and therefore cannot also be licensed as a private hire vehicle.

The second concern arises in that licence conditions can differ significantly from one authority area to another. It is therefore very difficult to ensure that all conditions are being met as some may be contradictory, for example a requirement to display a local telephone number.

For these reasons any vehicle already licensed with another Licensing Authority as a hackney carriage or private hire vehicle will not be licensed.

Licences granted to vehicles later found to be licensed with another Licensing Authority will be revoked.

12. Hackney Carriage and Private Vehicle Specification

12.1 Vehicle Type Approval

Vehicle Type Approval is the confirmation that all production samples of a particular vehicle design will meet specified performance standards.

The council will only consider licensing vehicles which have type approval in the category M1. This type approval must be shown on the V5 registration document.

It is acceptable for converted, low volume or imported vehicles to be type approved under any of the following schemes:

European Whole Vehicle Type Approval (EWVTA)

National Small Scale Type Approval (NSSTA)

Individual Vehicle Approval (IVA)

Vehicles tested under the IVA 'basic' scheme will not be licensed.

A vehicle tested under the statutory IVA 'Normal' inspection criteria will usually be accepted but the applicant will be required to provide any additional information concerning the testing of the vehicle as reasonably required by the licensing officer.

Applicants seeking to licence a vehicle approved under IVA are advised to contact the licensing authority before purchasing the vehicle.

Applicants submitting a vehicle for licensing that they have imported, including one approved under EWVTA, must have the vehicle tested as 'Normal' under the statutory IVA scheme.

12.2 Vehicle Design and Size

Hackney carriages must be either:

a purpose-built wheelchair accessible hackney carriage, or a professionally converted vehicle which is capable of carrying a passenger whilst sitting in a wheelchair (providing such vehicle has the appropriate approval certificate per section 12.1); or

a saloon, hatchback, estate or multi-purpose people carrier with at least 4 doors and sufficient luggage space to carry a folded wheelchair.

A **Private Hire Vehicle** must be:

a saloon, hatchback, estate or multi-purpose people carrier with at least 4 doors and sufficient luggage space to carry a folded wheelchair,

a purpose built wheelchair accessible vehicle (providing such vehicle has the appropriate approval certificate per section 12.1) but not one that looks like a taxi (i.e. with in-built roof light).

There must be reasonable space between the seat cushions and the lowest part of the roof to safely accommodate the driver and passengers in reasonable comfort.

Knee Space: there must be reasonable space between the front, back (and rear-most) seats to safely accommodate the driver and passengers in reasonable comfort.

12.3 Age Limits for vehicles at first time of licensing

All time periods are given from the date of first registration.

Hackney carriage or a private hire vehicle (of any design) powered only by an internal combustion engine (traditional car engine)	no more than 7 years old at the date of application.
Hackney carriage or a private hire vehicle (other than a wheelchair accessible vehicle) powered by a petrol/electric-hybrid engine	no more than 7 years old at the date of application.
Hackney carriage or a private hire vehicle which is a fully wheelchair accessible vehicle powered by a petrol/electric-hybrid engine	no more than 9 years old at the date of application
Hackney carriage or a private hire vehicle (of any design) powered by an electric motor with or without on-board range extending generator	no more than 9 years old at the date of application

Any vehicle that does not comply with European Community Whole Vehicle Type Approval (ECWVTA) or equivalent (section 12.1) will not be licensed past 31 March 2020.

12.4 Maximum Age of Vehicle before Replacement/Emission Standards

The Department for Transport Best Practice Guidance 2010 reminds licensing authorities that it is perfectly possible for an older vehicle to be in good condition

and that the setting of an age limit beyond which they will not licence vehicles may be arbitrary and disproportionate.

Keeping a vehicle in good mechanical condition prolongs the life of the vehicle, helps to reduce the overall lifetime carbon footprint of that vehicle, ensures clean combustion of fuel and reduces emissions caused by reduced vehicle efficiency (worn suspension, tyres etc leading to lower miles per gallon (MPG)).

The council also recognises that there is a significant difference between old diesel vehicles and new, euro 6 diesel engines, which have low levels of emissions at a comparable level to their petrol counterparts. However, in spite of new vehicle emission requirements, real world emission testing suggests these levels are still exceeded in day to day driving conditions and regular maintenance and repair remains an integral part of reducing pollution. New MOT emission testing requirements introduced in May 2018 were intended to improve the accuracy of real world emission testing and to ensure that as a vehicle ages, it does not significantly increase the pollution it produces.

The maximum age limits imposed by this policy on existing licensed vehicles are therefore considered necessary and proportionate to protect the environment and, in doing so, public safety by encouraging proprietors to licence newer less polluting models which will have no maximum age limit imposed upon them

At time of licensing, from below date:

01 April 2022	No vehicle first registered with the DVLA before January 2006 will be licensed or re-licensed.
01 April 2025	Any vehicle using diesel or petrol fuel only (or diesel or petrol alternative such as biofuel/LPG) must be rated as at least Euro 6. Any petrol/electric hybrid must be at least Euro 5.

12.5 Zero Emission Capable/Hybrid/Electric

The council recognises that there are currently some limiting factors restricting uptake of fully electric vehicles. These include cost, range on a single charge and charging infrastructure.

The council is also mindful that some hybrid vehicles have very limited range on full electric setting and that when running on petrol the efficiency of these engines is not as good as some pure ICE powered vehicles.

The Council will licence electric, hybrid or similar fuel economy vehicles, providing they are of such design as to be able undertake a full range of journeys within the district, whilst carrying the maximum licensed number of passengers and associated luggage and are not in conflict with the current vehicle emissions policy.

Where an internal combustion engine or generator provides alternative power, the generator must meet the required euro emission standard for the fuel type used, including where alternative fuels are used.

12.6 Alternative Fuels

All fuel types are permitted providing that the fuel type complies with national safety regulations and the relevant required euro emission rating for petrol or diesel is reached as a minimum.

A vehicle which is converted to LPG or any other approved alternative fuel must supply proof that the conversion has been properly carried out by competent person or business carrying out such conversions and certificate of installation must be produced.

A vehicle powered by LPG or other approved alternative fuel, which does not have a provision for a spare tyre, must carry a suitable means to repair punctures (see section 12.9 on tyres).

The V5 document must show the correct fuel type.

Changes to the fuel type used must be notified to the licensing authority within 7 days of conversion and the certification of installation provided. Appropriate time will be allowed for the change to the V5 document.

12.7 Number of Doors

Vehicles must have at least 4 doors with 2 on either side of the vehicle.

All vehicles shall be constructed so that the doors open sufficiently wide as to allow easy access into and egress from the vehicle.

All vehicles, including multi-purpose vehicles, must have sufficient safe and suitable access and egress from the vehicle for the driver and all passengers, excluding the rear exit and the driver's front door.

12.8 Number of Seats

Vehicles must have a minimum of 4 passenger seats and a maximum of 8 passenger seats.

The maximum number of passengers which the vehicle will be licensed to carry will be the number of seats recorded on the V5C registration document (logbook) as being suitable for carrying passengers not including the driver.

Where a logbook shows more seats than the physical number of seats in the vehicle, the driver will be required to address this issue. The logbook must accurately reflect the vehicle. In terms of size, any modifications, seating capacity, colour, and all other details which are recorded within the logbook.

12.9 Tyres/Spare Wheels/Puncture Repair

Proprietors must ensure that the vehicle has, at all times, appropriate equipment and/or tools to repair or replace a punctured or damaged tyre, or a policy or maintenance contract with a supplier who can attend to repair the vehicle or assist in repair of the vehicle (i.e. by towing to a garage).

The vehicle tyres including the spare must be all radial or all cross ply construction.

12.10 Left Hand Drive Vehicles

Left-hand drive vehicles will not be considered as suitable for licensing on safety grounds as they will generally require front-seat passengers to step into the roadway to enter or exit the vehicle. Any vehicle which does not allow for safe near-side access and egress for passengers will also not be considered.

12.11 Engine Size

It is important that vehicles carrying members of the public are not underpowered. Taxis and private hire vehicles often travel fully loaded and sufficient power is required to ensure that possible adverse driving conditions do not significantly increase risk.

Where a vehicle is powered only by an internal combustion engine (ICE) the engine shall produce at least 90hp and 200 NM torque.

12.12 Body work

The vehicle must be maintained in a manner satisfactory for public service at all times, without evidence of corrosion, damage, unsatisfactory repairs and/or unsatisfactory modifications.

Keeping a vehicle in good condition is important to promote service excellence and to demonstrate to customers that passenger safety is the highest concern of the service.

The vehicle must not have:

Dull paintwork/mismatch of paint

A single rust scab or blemish larger than 10mm x 10mm

Dents over 40mm in diameter at its widest point and over 2mm deep

A scratch over 300mm long

Visibly poor or unsatisfactory repairs or modifications

The following standards shall apply for testing and compliance:

Paintwork – all panels on all vehicles shall be painted in the same colour without significant runs or blemishes.

Panels with unmatched colours or primer must be repaired to ensure a match before a licence will be granted.

Scuffed or significantly scratched paintwork, even where a single scratch is not over 300mm, must be repaired before a licence will be granted.

Scuffed or significantly scratched paintwork, even where a single scratch is not over 300mm, will result in suspension of the licence until repaired.

Rust – any vehicle should be free from any significant areas of visible rusting. Minor blemishes should be monitored for progression. Any vehicle with a rust patch of more than 10mm x 10mm must be repaired before a licence will be granted.

A rust patch of 10mm x 10mm on a licensed car will result in suspension of the licence until repaired.

Dents – any vehicle with one or more dents of more than 40mm in diameter and 2mm in depth at the deepest point in any one panel length must be repaired before a licence will be granted.

One or more dents of the specified size will result in suspension of the licence until repaired.

Scratches – any vehicle with one or more unrepaired scratches of more than 300mm must be repaired before a licence will be granted.

One or more scratches of the specified size will result in suspension of the licence until repaired.

12.13 Cleanliness

The exterior of the vehicle must be kept in a suitable and clean condition at all times such that road dirt, mud or other detritus does not excessively obscure any paintwork, lights, windows, licence plates or number plates.

When vehicles are presented for inspection, the exterior of the vehicle (including the underside of the vehicle) and interior must be in a suitable clean condition to allow for proper inspection of these areas.

The interior of the vehicle must be kept in a suitable and clean condition at all times without accumulations of dust, dirt, litter, general debris, staining, excessive unpleasant odours or excessive wear.

Seat cushions and back rests must be adequately maintained in good condition and offer proper support to passengers.

12.14 MOT/Insurance/V5

Vehicles will not be licensed unless:

- (1) there is in force a current private hire or hackney carriage insurance policy compliant with the Road Traffic Act 1988;
- (2) a valid MOT certificate is in force (issued within the previous 30 days), for vehicles registered with the DVLA for 12 months or more at the time the vehicle is presented for licensing;
- (3) it is registered with the DVLA;
- (4) the vehicle is taxed (where applicable); and
- (5) that an appropriate type approval certificate has been issued where necessary.

Any vehicle which is less than 1 year old when presented for licensing is not required to have passed an MOT. Any vehicle that is more than 1 year old when presented for licensing (including renewals) must have passed an MOT before inspection, and this MOT must have been issued within the previous 30 days.

Where vehicles have recently been purchased, the new keeper's supplement of the logbook will suffice to show that the vehicle is registered with the DVLA or confirmation from www.gov.uk, in the form of an email, that the purchase or sale of the vehicle has been registered online.

12.15 Accident/crash repaired vehicles

Repair of accident damaged cars is not illegal. However, the Association of British Insurers: Code of Practice for the Categorisation of Motor Vehicle Salvage, updated October 2017, states the following:

This code gives advice on the steps to be taken in the categorisation of vehicle salvage and recovered stolen vehicles. The purpose of the Code is to protect the public, detect and deter insurance fraud and other criminal activities and to make vehicle histories more transparent. This is increasingly important as vehicle design and technology becomes more complex.

In line with recommendations in this guidance, it is expected that vehicles categorised as A or B write offs will have been disposed of. Only vehicles categorised as N or S insurance write offs may be presented for licensing.

Applicants must produce an engineer's report detailing the repairs made to the vehicle.

Where a V5C has comments in the special information section concerning previous accidents or repairs or any comment that gives rise to concerns over the safety of the vehicle it shall be the duty of the applicant to provide additional information to satisfy the authority that the vehicle is safe to be licensed

12.16 Autonomous Vehicles/Assistive Technology

The five levels of autonomous vehicle are categorised by level by the Society of Automobile Engineers.

Application for licenses for vehicles capable of and intended to be, for any period of time, operated autonomously at levels three, four or five (as defined) will be considered on a case by case basis.

In general a vehicle that cannot be driven by a human being (i.e. level five autonomous -without a steering wheel) **shall not** be considered for use as a licensed vehicle on public roads.

In general any vehicle capable of operating autonomously will only be licensed where it can be shown that the driver will remain in control of the vehicle and that there are systems in the vehicle that monitor the driver's performance.

Vehicles with driver assistive features such as radar controlled assistive braking, cruise control and parking will be permitted.

Assistive Technology must not be used to allow the driver to relinquish control of the vehicle at any time when carrying passengers.

12.17 Tinted Windows

Window tints are only permitted as long as they are allowed within normal MOT tolerances.

These tolerances are found in Road Vehicles (Construction & Use) Regulations 1986 and are, for vehicles first used after 1985:

Front windscreen – must allow 75% light through

All other windows – must allow 70% light through

If the vehicle already has a licence and is to be modified to include a window tint, permission must be obtained from the licensing authority first.

12.18 Luggage

For the purposes of bylaw 23(iii) of the Council's Byelaws relating to hackney carriages, 'luggage compartment' means the space behind the rear seats, or when the furthest rear seats are folded down, the space to the rear of the next complete row of seats.

In purpose-built hackney carriages or mini-buses, the luggage compartment may be the front foot-well on the passenger side provided that any seat in this location is not occupied by a passenger.

Proprietors must ensure the luggage compartment is kept free from corrosion, dirt, dust, grease, litter or water penetration etc that may stain or damage any luggage which may come into contact.

Proprietors must not carry any tools or other equipment in the luggage compartment unless related to maintenance of the vehicle and securely stowed.

Proprietors must not allow any packages or other luggage etc to protrude from the luggage compartment over any of the seats which may be occupied, or outside the vehicle.

All doors which allow access to the luggage compartment (e.g. a tailgate, boot, or rear doors) must be locked shut when the vehicle is in motion.

12.19 Vehicle Modifications

Proprietors must request in writing the Council's consent, and obtain such consent, before making any modification to the vehicle, including its seating capacity.

13 Equipment

13.1 Hackney Carriage Meter

Under byelaws set by the Council, and in keeping with almost every licensed authority area in England and Wales, Hackney Carriages are required to use a meter

to charge customers. The meter rate is set by the Council in consultation with the public and stakeholders.

The byelaws list a number of requirements for the use of the meter and how the meter should function. In addition to the byelaws the following conditions apply to the vehicle licence:

A meter must be fitted to all hackney carriages and must be fitted securely

Proprietors must only use a taximeter of a type, and secured in a position, approved by the Council's officers.

The meter must be visible from the rear passenger seats, and must not interfere with the safe operation of the vehicle.

The meter must be sealed, without showing signs of tampering or misuse.

The taximeter must be calibrated to the tariff set by the licensing authority, and must not show any other tariffs.

A calibration certificate must be provided for all vehicles which are to be licensed for the first time.

13.2 Private Hire Meter

Private hire vehicles are not required to use a meter but in Watford almost all do.

If a vehicle does not have a meter fitted then it will be for the operator and proprietor to determine the manner in which a charge will be calculated. Under separate regulations this charge or manner of charging must be discussed and agreed with the customer at the time of booking.

Proprietors may use a meter in a private hire vehicle providing it is secured in a safe and clearly visible position.

13.3 Credit/Debit Card Machines

The council recognises that there is significant increase in the number of customers wishing to pay for journeys by card. Card machines have many advantages. They reduce the amount of cash carried by drivers and they prevent customers having to

visit cash machines or to leave valuable items as deposits with drivers if the money to pay for the journey is at home.

There are a number of passengers who may not wish to pay by card for various reasons including reasons of accessibility.

A debit or credit card machine of the proprietor's choice may be installed.

If a card machine is advertised as in use it must be available for every passenger unless a fault prevents its use.

13.4 Non-Factory Fitted Equipment

Proprietors may not use non-factory fitted equipment (for example, radios, PDAs, sat-nav systems) unless they are installed in positions approved by the Council's officers

No equipment can obstruct driver or passenger movement in or out of the vehicle, affect passenger comfort, obstruct the driver's vision, or impede the driver's ability to control the vehicle.

Proprietors must notify the Council before installing any non-factory fitted equipment so that the equipment and proposed position may be tested in relation to safety and comfort.

The vehicle must not be used before approval has been given.

If the vehicle already has a licence and is to be modified to allow the use of a PDA, radio, or other such equipment, permission must be obtained from the licensing authority first.

Proprietors must ensure that equipment installed does not interfere with the electronic systems of their vehicle or other vehicles on the road.

13.5 First Aid Kit

Proprietors may carry a first aid kit for their use if they choose to do so. Where a proprietor carries a first aid kit they must:

Ensure it meets the requirements of the Health and Safety (First-Aid) Regulations 1981

Keep an accident reporting log in the vehicle

13.6 High Visibility Safety Vests

Breakdown by the side of a major road or motorway carries with it a significant risk to passenger and driver safety.

A number of fluorescent/high visibility safety vests equal to the carrying capacity of the vehicle must be carried for use by passengers and driver in an emergency situation.

13.7 Fire Extinguishers

The byelaws for hackney carriages require that a fire extinguisher be carried. However, it is recognised that advice from the fire brigade in most cases of vehicle fire are that passengers and drivers should evacuate the vehicle and move away to a safe distance. Furthermore, the size of the fire extinguisher currently carried by most licensed vehicles is insufficient to put out a serious vehicle fire. The value of carrying a fire extinguisher is therefore questionable. Nevertheless, on balance it is reasoned that carrying a fire extinguisher is generally worthwhile given the small size and low cost of an extinguisher that may prove useful.

Vehicles must carry a well maintained fire extinguisher of a size deemed appropriate by the proprietor.

Extinguishers must be securely stored in the vehicle in a fixed and easily accessible location.

13.8 Defibrillators

Vehicle proprietors may carry a defibrillator if they choose to do so.

Where a proprietor carries a defibrillator they must:

Receive satisfactory training in the use of the machine and provide certificated evidence to prove training.

Obtain the defibrillator from a recognised supplier of genuine quality machines and proof of purchase will be required.

Mount the defibrillator securely in a location where it cannot be accessed by passengers unless directed.

13.9 CCTV

The purpose of the CCTV system shall be to provide a safer environment for the benefit of the driver and passengers by:

- Deterring and preventing the occurrence of crime
- Reducing the fear of crime
- Assisting the Police in investigating incidents of crime
- Assisting insurance companies in investigating motor vehicle accidents

The Guidance recommends that licensing authorities look sympathetically at the installation of security measures in licensed vehicles, including CCTV systems, as a means of providing some protection for vehicle drivers.

CCTV in a licensed vehicle can benefit the trade by deterring and preventing criminal activity within a licensed vehicle, reducing the number of customers who fail to pay or abuse drivers and, where incidents have occurred, by providing information to assist the police in taking action. Insurance companies investigating insurance claims are also assisted by CCTV and this may have the added benefit to drivers by reducing their insurance premiums.

Whether CCTV (or other enhanced security measures) are installed or not, the hackney carriage and private hire vehicle trades are encouraged to build good links with the local police force, including participation in any Community Safety Partnerships or equivalent.

In April 2019 the DfT consultation on proposed statutory guidance sought views on a condition to make CCTV mandatory within licensed vehicles. In their response to this consultation, the Surveillance Camera Commissioner commented,

“Blanket licensing may be disproportionate and should only be used where there is a strong justification”

The Council recognises that there are benefits to the trade (as well as passengers) where CCTV is installed in licensed vehicles. However, in line with the comments of the Surveillance Camera Commissioner and the Code of Practice concerning the use of CCTV, the Council does not feel that it should be a requirement of the licence at this time.

It is considered that the undertaking of such measures should be left to the judgment of individual operators, owners and drivers who are best placed to make the necessary decisions on safety, privacy and customer service.

There are data protection concerns arising from the use of such surveillance and proprietors of licensed vehicles are responsible for ensuring that installed CCTV conforms not only to the Council's requirements but also any relevant applicable legislation, such as the General Data Protection Regulations (GDPR) and the Data Protection Act 2018.

Proprietors may install CCTV, both internal facing and external facing.

Where CCTV is installed, the following conditions must be met:

1. That the appropriate person responsible for the camera is registered as the Data Controller under the Data Protection Act 2018 and is responsible for ensuring compliance with that Act and associated legislation;
2. The use of the camera and the footage complies with the relevant guidance of the Information Commissioners Office (ICO);
3. The footage must remain "tamperproof" and be accessible only to the proprietor or a responsible third party;
4. Vehicles must display adequate signage notifying customers of the use of cameras, how long data is stored for and how customers can access the data;
5. Drivers must provide example documentation of a CCTV usage policy, Privacy Impact Assessment and Subject Access Request application.
6. Drivers must provide an in date copy of ICO registration certificate

13.9 Safety Screens

Proprietors may install a safety screen. Where a safety screen is installed, proprietors must:

Provide evidence of professional, certificated installation

Provide evidence of notification to, and approval by, the company insuring the vehicle

13.10 Vehicle Tracker

Theft of new vehicles is rising, particularly those operated by keyless technology. Many are stolen for parts. Vehicle trackers can provide peace of mind for owners.

Proprietors may install a vehicle tracker.

Where a tracker is fitted it must be installed by a competent professional and proof of installation will be required.

13.11 Receipts

Offering a receipt to a customer rather than waiting to be asked is an important element of customer service. Customers with disabilities or vulnerable passengers may not want to ask the driver for a receipt but may find the information helpful, particularly in keeping track of payments and in booking future journeys. Blind or visually impaired passengers may want to know the driver details.

The driver of the vehicle must offer to each passenger (or, if there is more than one passenger, at least one of those passengers) at the end of their journey a receipt containing the following information:

- (a) the date
- (b) the fare for that journey
- (c) the number of the badge issued by the Council to that driver
- (d) other information that may be specified in writing to you by Council officers.

14 Signage and Roof Lights

14.1 Vehicle Plates

The plates (provided by the Council and which remain the property of the Council) identifying the vehicle as a hackney carriage or private hire vehicle in respect of which this licence has been granted must be affixed to the vehicle in such manner and position as shall be prescribed by this policy.

The exterior licence plate and interior licence plate (also referred to as the detachable slip) issued by the Council must be clearly visible and the details legible at all times that the vehicle is being used for work.

Vehicle plates can only be displayed on a bracket attached to the rear of the vehicle. It is not acceptable to display a plate in the rear windscreen.

Plates may be attached permanently by way of fixing to the vehicle or by way of magnet. No other form of fixing is permitted.

The detachable plate slip must be displayed on the inside of the windscreen and be visible to all passengers.

14.2 Door signs

Door signs are often vital tools for passengers to recognise legitimate taxi and private hire vehicles. The council understands that many operators now use text messaging systems to alert customers to the correct vehicle but this method does not assist all passengers, particularly those who cannot or do not use such technology. The council therefore considers door signs an important accessibility feature.

Hackney Carriages

Hackney carriages that do not display a livery (see section 14.5) must display door signs of a type and style approved by the Council's officers.

Signs must be attached to the front doors only.

Drivers must not, without reasonable excuse, fail to display such signs at all times that the vehicle is hired, plying for hire (including waiting on a rank), on the way to collect a passenger or otherwise used as a hackney carriage.

Private Hire Vehicle

Private Hire Vehicle door signs must be pre-approved by the Council's officers.

At all times when the vehicle is in use for work door signs **MUST** be applied to the driver's and front passenger door of such dimensions and colours as may from time to time be approved by the Council.

Signs must bear:

the words “Private Hire - Advance Bookings Only”;

the operator’s name and/or telephone number,

but may not contain the words “Taxi” or “Cab”.

Door signs must be maintained in a clean, readable and undamaged state.

14.3 Roof lights

Hackney Carriages

All taxis must display a roof light showing the word ‘taxi’ on the front.

In the case of magnetic lights used on vehicles other than purpose built taxis, the words ‘taxi’ or ‘for hire’ must appear on the rear of the sign.

The roof sign must be maintained in good working order.

The magnetic light must be securely attached

The roof-sign must be capable of being lit, and must cease to be lit when the taximeter is brought into operation.

Hackney Carriages capable of carrying passengers in a wheelchair and/or of having accommodation for wheelchairs must incorporate a sign into the roof sign indicating their purpose

Private Hire Vehicles

Private hire vehicles must not have roof signs. This is to avoid confusion with hackney carriage vehicles.

14.4 Tariff Chart

Hackney carriages

The regulations concerning the display of fares are contained within the byelaws.

Byelaw regulations shall not be duplicated but for purposes of inspection and grant of licence, a licence will not be granted where the tariff sheet is not on display at the time of inspection in accordance with the specification laid down in the byelaws.

Private Hire Vehicles

Private Hire Vehicles do not have to display a tariff chart but it is advisable that any additional charges, such as soiling fees or charges for luggage are made clear at the time the booking is made.

14.5 Large Driver Badge

You must make sure that there shall be displayed so that it is visible from all parts of the vehicle, whilst it is available and used for hire, an identity style badge as provided by, and which shall remain the property of, the Council, which shall have incorporated within it a photograph of your face and your badge number.

14.6 Advertisements

No advertisement or sign of any nature can be displayed on the vehicle other than an advertisement or a sign of a type authorised by the Council.

Applications for provisional approval of advertisements must be made in writing in the approved form to the Licensing Authority enclosing two copies of all the proposed advertisements in full colour.

An application for full advertising must be accompanied by full colour three view art work and the licensing authority shall be entitled to retain all material submitted with the application.

All applications for provisional approval of advertisements will be considered by the Council's licensing officer, who if satisfied as to the non-contentious nature of any application shall grant the application; if the Council's officer is not so satisfied then any such application will be submitted to the Head of Community Protection for consideration it being understood that in no case will the Council's nominated officer refuse any application.

The Proprietor remains responsible for the content of any advertisement displayed on their vehicle, whether internal or external. It remains the license holder's responsibility to comply with The British Code of Advertising Practice issued by the

Advertising Standards Authority irrespective of any consent to display the advertisement which may have been given by the licensing authority.

Each application will be considered on its merits, but advertisements will not be approved if they contain political, ethnic, religious, sexual or controversial texts; display nude or semi-nude figures; advertise tobacco products; are likely to offend public taste; depict men women or children as sex objects; depict direct and immediate violence to anyone shown in the advertisement or looking at it; advertise any racist group or organisation which intends to promote the group/organisation and/or any of its activities.

Prior to displaying any advertisements the holder of the taxi licence shall present the taxi, fitted with the advertisement or livery, for final approval. Until final approval is given an advertisement cannot be displayed or in the case of full livery the taxi cannot ply for hire.

Advertisements will be checked at the annual and random inspections of the vehicle but if a licensee wishes to materially change or amend an advertisement during the course of the year, the licensee of the vehicle must notify the council.

The following conditions apply with regard to advertisements.

1. All liveries must be approved by the Council and proposal must be accompanied by full colour, three view artwork. The first cab contract must be presented at the Council offices for inspection of the finished livery.
2. No secondary advertising permitted, whether in the form of the company logo preparing the vehicle or the name of the advertising agency.
3. Damaged or unmatched panels are unacceptable and will not be acceptable for re-licensing/renewing in this condition.
4. No part of the advertisement shall appear on any windows so as to obstruct or interfere with, or of the vision of the driver and/or passengers.
5. Window graphing, scrolling advert or hubcaps advertising not permitted.

14.7 Livery

Until 2010 Hackney Carriages in Watford were required to display a livery. This requirement was removed but it is the opinion of the council that for reasons of safety, accessibility and recognition, a livery would be advantageous.

However, it is also recognised that the services offered by hackney carriages in Watford are many and varied and a livery may not suit every proprietor. Hackney Carriages now perform many functions traditionally undertaken by private hire vehicles, such as executive hire and corporate account work and in these cases, a livery may hinder the business.

In seeking to strike a balance, the council have introduced a voluntary livery. The livery shall standardise design to ensure that drivers who wish to take advantage of clearly advertising the high standards of Watford hackney carriages can now do so.

Hackney carriages may display a livery.

Where the livery is displayed it must be in accordance with the approved livery of black vehicle with yellow bonnet stripes, yellow boot stripes and yellow roof stripes to a standard colour code approved by the council.

There are no livery requirements for private hire vehicles. A private hire vehicle must not be modified to represent a hackney carriage through use of the livery.

14.8 Other Signage

Vehicles must display at least one “No Smoking” sign on at least one near-side and one off-side window to be clearly visible to passengers before entering the vehicle. Vehicles may only display the following window stickers or signs providing that they do not obscure vision:

- (a) the Council’s official plate (the detachable slip)
- (b) the name and telephone number of a Watford hackney carriage or private hire firm, recognised by the Council
- (c) an authorised parking permit
- (d) membership of a recognised motoring organization or a hackney carriage or private hire association

(e) disability awareness signs.

(f) If CCTV is in use, signs notifying customers of the use, storage and access must be displayed.

(g) A sign advertising the availability of debit or credit card facilities

No other signage is permitted unless permission is expressly granted by the licensing authority on application

14.9 Exemptions from display of signage etc.

Hackney Carriage

Exemption from displaying the council approved door sign is only available where an alternative door sign of an approved design is displayed in the same place on the front doors. Applications for alternative door signs must be made in accordance with the requirements of section 14.6 (Advertisements). Applications will only be considered where the alternative sign is a form of advertising for a taxi firm or operator.

There is no exemption from displaying a roof sign.

There is no exemption from displaying a vehicle plate.

Private Hire Vehicles

Door Signs

An exemption for the display of door signs is available.

An exemption for the display of door signs will only be granted where the proprietor can provide written evidence in support of the application from a company requesting to use their services without door signs. This evidence must be corroborated by the private hire operator.

Where an Exemption Certificate has been issued for the vehicle by the Council, a magnetic sign may be applied instead to the driver's and front passenger door providing that it meets the requirements stated in section 14.2 and in addition contains in prominent figures the number of the vehicle plate issued to that vehicle.

The magnetic signs must be displayed on the vehicle whilst it is being used for Non-Contract Work and may be removed whilst being used for Contract Work.

Within this condition:

Contract Work means journeys undertaken for hire or reward as part of a regular course of business with a particular client or customer as determined to the satisfaction of the Council's officers;

Non-Contract Work means all other journeys for hire or reward including those conducted for the purposes of conveying children to or from any school or educational establishment.

Vehicle Plate

An exemption for display of vehicle plate is available.

An exemption for display of vehicle plate will only be granted where the vehicle is to be used exclusively for work under contract (as defined above) where bookings are:

- made at least 24 hours in advance;
- references from clients supports the use of the vehicle where no plate should be displayed, and;
- payments for such bookings are made by invoice or account.
- evidence is provided by the private hire operator to support the application

In such cases where an exemption to displaying a plate is granted, the vehicle shall instead display a disc issued in its place. The disc shall be displayed in the front windscreen of the vehicle.

15 Wheelchair Accessible Vehicles

In additions to policy sections 1-14, the following applies to wheelchair accessible vehicles:

15.1 Type Approval and design

Wheelchair Accessible Vehicles must be professionally constructed or converted and tested conforming to M1 type approval under EWVTA, NSSTA or statutory 'normal' IVA.

Wheelchair Accessible Vehicles can be side or rear loading.

15.2 Restraints

A three-point seatbelt assembly together with suitable wheelchair restraints must be provided for the use of wheelchair occupants in vehicles capable of carrying passengers in their wheelchairs.

Anchorage must be provided for the both the wheelchair and wheelchair user to the latest industry standard. Restraints for wheelchair and occupant must be independent of each other.

15.3 Ramps

A ramp(s) for the (un)loading of wheelchair passengers must be available at all times for the safe access and egress of passengers. Adequate locating device(s) must be fitted to ensure that the ramp(s) do not slip or tilt when in use. The ramp(s) must be of sufficient strength and stability such that they will not bend and will remain stable during use and must be of a safe working limit of at least 300 kg over its entire length. The ramp(s) must be capable of being stowed away securely and safely when not in use.

Ramps which are removable must be permanently legibly marked with the registration mark of the vehicle for which they are provided.

15.4 Lifting Mechanism

Lifting mechanisms fitted to any licensed vehicle must conform and be tested in accordance with the Lifting Operations and Lifting Equipment Regulation 1998 (LOLER). Any costs associated with this requirement are the responsibility of the vehicle proprietor.

A valid compliance report conform to LOLER must be kept in the vehicle and be available for inspection.

15.5 Training

Where a vehicle is capable of carrying a passenger sitting in a wheelchair in the vehicle, the driver of the hackney carriage or private hire vehicle must demonstrate

at time of vehicle inspection on application an ability to use the equipment provided for the carriage of passengers. All drivers must attend a disability awareness course approved by the Council.

16 Stretched Limousines

In additions to policy sections 1-14, the following applies to stretched limousine vehicles. Section 12.10 (left hand drive vehicles) shall not apply.

Stretched Limousines are elongated saloon cars that have been increasingly used for mainstream private hire work plus special occasions such as days at the races, stag/hen parties and birthday parties.

Licensing authorities have generally considered there to be some problems which prevents stretched limousines from being licensed including:

- many of the vehicles are capable of carrying more than 8 passengers;
- many of them are left hand drive;
- many are fitted with all round darkened glass;
- most are imported from the United States;
- many have been converted or modified after manufacture;
- due to their origin many parts may not be available making adequate maintenance difficult.

Most limousines are imported for commercial purposes and are therefore required to pass a statutory Individual Vehicle Type Approval (IVA) test.

Most, if not all, cannot be approved as Passenger Carrying Vehicles (PCV) because they cannot meet the required standards for the door arrangements and means of escape in an emergency.

Stretched limousines can be licensed for private hire work providing they carry no more than 8 passengers and meet the requirements of the Local Government (Miscellaneous Provisions) 1976.

Possible exemptions under the Local Government (Miscellaneous Provisions) 1976 provide that nothing should:

- (i) apply to a vehicle used for bringing passengers or goods within a controlled district in pursuance of a contract for the hire of the vehicle made outside the district if the vehicle is not made available for hire within the district;

- (ii) apply to a vehicle while it is being used in connection with a funeral or a vehicle used wholly or mainly, by a person carrying on the business of a funeral director, for the purpose of funerals;
- (iii) apply to a vehicle being used in connection with a wedding.

Any stretched limousines, which are offered for private hire or which are not used for funeral and weddings will require a private hire vehicle licence.

In accordance with the Guidance, all applications for the licensing of stretched limousines as private hire vehicles will be treated on their own merits. It is, however, proposed that imported stretched limousine type vehicles:

be granted an exemption from the requirement under this policy at 12.10 for vehicles to be right hand drive where passengers have no access to the driver and forward compartment; and

be approved for licensing as private hire vehicles subject the general conditions of sections 1-14 of this policy and the additional conditions as follows:

- a. That no vehicle over 10 years old shall be licensed as a stretched limousine
- b. That applications are accompanied by the relevant IVA inspection certificate
- c. That vehicles are required to pass an MOT test every 6 months
- d. That the result of this MOT test be submitted to the licensing team at the time of the test

It would be an offence under the Licensing Act 2003 to provide facilities for the sale of alcohol within a limousine. If a limousine is to be provided whereby part of the booking includes "free alcohol", the premises which accepts the booking and supplies the alcohol within the vehicle would need an appropriate licence under the Licensing Act 2003, otherwise a criminal offence would be committed.

17 Tuk Tuks, Rickshaws, Velotaxis and Pedicabs

Over recent years a number of licensing authorities across the country have received enquiries concerning the licensing of numerous types of small vehicle such as tuk tuks, rickshaws, velotaxis and pedicabs as private hire vehicles or hackney carriages.

Non-motorised vehicles cannot be licensed as private hire vehicles.

In order for applications for motorised vehicles to be determined applicants will be required to demonstrate how they propose to comply with this policy.

In respect of hackney carriages, which can be motorised or non-motorised, there are a number of issues that need to be considered including the current numerical limit on licences and wheelchair accessibility.

The driver of any hackney carriages and private hire vehicle needs to hold an appropriate drivers licence issued by the council and the same would be required were any other type of vehicle to be licensed.

Applicants wishing to licence any type of vehicle similar to a tuk tuk, rickshaw, velotaxi or pedicab should consider this policy and aim to demonstrate how they propose to comply with the relevant requirements.

Any decision on the grant of such a licence will only be taken by the Group Head of Community and Environmental Services or the Head of Community Protection in consultation with the Chair of the Licensing Committee.

If the Council were minded to grant licences for tuk tuks, rickshaws or pedicabs appropriate conditions would need to be attached and these may be in addition to conditions imposed under this policy.

18 Other Novelty or Specialist Vehicle Types falling outside of this policy

The Council understands that there may be occasions where a unique vehicle is suitable for use as a licensed vehicle. This policy aims to give comprehensive advice but it is always possible that particular needs may not be met. Any vehicle not conforming to the regular standards required may be considered as a novelty or specialist vehicle on application.

Any person wishing to licence any vehicle that falls outside of this policy should apply in writing to licensing team giving reasons for the application.

An application must be accompanied by a full explanation of a business proposal and reasons as to why the grant of a licence should be considered.

Any decision on the grant of a licence to a specialist, classic or novelty vehicle will only be taken by the Group Head of Community and Environmental Services or the Head of Community Protection in consultation with the Chair of the Licensing Committee.

19 Any other reasonable matter

Where an inspecting officer has serious safety concerns caused by any aspect of a licensed vehicle or a vehicle presented or intended to be presented for inspection for the grant of a licence, be it material or mechanical in nature, they may refer the application to a senior officer for further advice and/or a decision. Until such time as a decision is reached, the application will not proceed.

Appendix A

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 STANDARD CONDITIONS FOR HACKNEY CARRIAGE VEHICLE LICENCES

Within these conditions:

“Council” means Watford Borough Council and its officers

“Proprietor” means the person to whom the licence is granted

Maintenance of Standards

At all times that the vehicle is licensed it shall be required to comply with all parts of the Vehicle Licensing Policy 2019-2024.

Dual Plating

Licences granted to vehicles later found to be licensed with another Licensing Authority will be revoked.

Alternative Fuels

Changes to the fuel type used must be notified to the licensing authority within 7 days of conversion and the certification of installation provided. Appropriate time will be allowed for the change to the V5 document.

Tyres

Proprietors must ensure that the vehicle has, at all times, appropriate equipment and/or tools to repair or replace a punctured or damaged tyre, or a policy or maintenance contract with a supplier who can attend to repair the vehicle or assist in repair of the vehicle (i.e. by towing to a garage).

The vehicle tyres including the spare must be all radial or all cross ply construction.

Body Work

The vehicle must be maintained in a manner satisfactory for public service at all times, without evidence of corrosion, damage, unsatisfactory repairs and/or unsatisfactory modifications.

The vehicle must not have:

Dull paintwork/mismatch of paint

A single rust scab or blemish larger than 10mm x 10mm

Dents over 40mm in diameter at its widest point and over 2mm deep

A scratch over 300mm long

Visibly poor or unsatisfactory repairs or modifications

Cleanliness

The exterior of the vehicle must be kept in a suitable and clean condition at all times such that road dirt, mud or other detritus does not excessively obscure any paintwork, lights, windows, licence plates or number plates.

The interior of the vehicle must be kept in a suitable and clean condition at all times without accumulations of dust, dirt, litter, general debris, staining, excessive unpleasant odours or excessive wear.

Seat cushions and back rests must be adequately maintained in good condition and offer proper support to passengers.

Assistive Technology

Assistive Technology must not be used to allow the driver to relinquish control of the vehicle at any time when carrying passengers.

Luggage

For the purposes of bylaw 23(iii) of the Council's Byelaws relating to hackney carriages, 'luggage compartment' means the space behind the rear seats, or when the furthest rear seats are folded down, the space to the rear of the next complete row of seats. In purpose-built hackney carriages or mini-buses, the luggage compartment may be the front footwell on the passenger side provided that any seat in this location is not occupied by a passenger.

Proprietors must ensure the luggage compartment is kept free from corrosion, dirt, dust, grease, litter or water penetration etc that may stain or damage any luggage which may come into contact.

Proprietors must not carry any tools or other equipment in the luggage compartment unless related to maintenance of the vehicle and securely stowed.

Proprietors must not allow any packages or other luggage etc to protrude from the luggage compartment over any of the seats which may be occupied, or outside the vehicle.

All doors which allow access to the luggage compartment (e.g. a tailgate, boot, or rear doors) must be locked shut when the vehicle is in motion.

Vehicle Modifications

Proprietors must request in writing the Council's consent, and obtain such consent, before making any modification to the vehicle, including its seating capacity.

Hackney Carriage Meter

A meter must be fitted to all hackney carriages and must be fitted securely

Proprietors must only use a taximeter of a type, and secured in a position, approved by the Council's officers.

The meter must be visible from the rear passenger seats, and must not interfere with the safe operation of the vehicle.

The meter must be sealed, without showing signs of tampering or misuse.

The taximeter must be calibrated to the tariff set by the licensing authority, and must not show any other tariffs.

A calibration certificate must be provided for all vehicles which are to be licensed for the first time.

Credit Cards Machines

If a card machine is advertised as in use it shall be available for every passenger unless a fault prevents its use.

Non-Factory Fitted Equipment

Proprietors may not use non-factory fitted equipment (for example, radios, PDAs, sat-nav systems) unless they are installed in positions approved by the Council's officers

No equipment can obstruct driver or passenger movement in or out of the vehicle, affect passenger comfort, obstruct the driver's vision, or impede the driver's ability to control the vehicle.

Proprietors must notify the Council before installing any non-factory fitted equipment so that the equipment and proposed position may be tested in relation to safety and comfort.

The vehicle must not be used before approval has been given.

If the vehicle already has a licence and is to be modified to allow the use of a PDA, radio, or other such equipment, permission must be obtained from the licensing authority first.

Proprietors must ensure that equipment installed does not interfere with the electronic systems of their vehicle or other vehicles on the road.

First Aid Kit

Where a proprietor carries a first aid kit they must:

Ensure it meets the requirements of the Health and Safety (First-Aid) Regulations 1981

Keep an accident reporting log in the vehicle

High Visibility Safety Vests

A number of fluorescent/high visibility safety vests equal to the carrying capacity of the vehicle must be carried for use by passengers and driver in an emergency situation.

Fire Extinguisher

Vehicles must carry a well maintained fire extinguisher of a size deemed appropriate by the proprietor.

Extinguishers must be securely stored in the vehicle in a fixed and easily accessible location.

Defibrillators

Where a proprietor carries a defibrillator they must:

Receive satisfactory training in the use of the machine and provide certificated evidence to prove training.

Obtain the defibrillator from a recognised supplier of genuine quality machines and proof of purchase will be required.

Mount the defibrillator securely in a location where it cannot be accessed by passengers unless directed.

CCTV

Where CCTV is installed, the following conditions shall apply:

1. That the appropriate person responsible for the camera is registered as the Data Controller under the Data Protection Act 2018 and is responsible for ensuring compliance with that Act and associated legislation;
2. The use of the camera and the footage complies with the relevant guidance of the Information Commissioners Office (ICO);

3. The footage must remain “tamperproof” and be accessible only to the proprietor or a responsible third party;
4. Vehicles must display adequate signage notifying customers of the use of cameras, how long data is stored for and how customers can access the data;
5. Drivers must provide example documentation of a CCTV usage policy, Privacy Impact Assessment and Subject Access Request application.
6. Drivers must provide an in date copy of ICO registration certificate

Safety Screens

Where a safety screen is installed, proprietors must:

Provide evidence of professional, certificated installation

Provide evidence of notification to, and approval by, the company insuring the vehicle

Vehicle Tracker

Where a tracker is fitted it must be installed by a competent professional and proof of installation will be required.

Receipts

The driver of the vehicle must offer to each passenger (or, if there is more than one passenger, at least one of those passengers) at the end of their journey a receipt containing the following information:

- (a) the date
- (b) the fare for that journey
- (c) the number of the badge issued by the Council to that driver
- (d) other information that may be specified in writing to you by Council officers.

Vehicle Plates

The plates (provided by the Council and which remain the property of the Council) identifying the vehicle as a hackney carriage or private hire vehicle in respect of which this licence has been granted must be affixed to the vehicle in such manner and position as shall be prescribed by the Vehicle Licensing Policy.

The exterior licence plate and interior licence plate (also referred to as the detachable slip) issued by the Council must be clearly visible and the details legible at all times that the vehicle is being used for work.

Door Signs

Hackney carriages that do not display a livery (see section 14.5 of the Policy) must display door signs of a type and style approved by the Council's officers.

Signs must be attached to the front doors only.

Drivers must not, without reasonable excuse, fail to display such signs at all times that the vehicle is hired, plying for hire (including waiting on a rank), on the way to collect a passenger or otherwise used as a hackney carriage.

Roof Lights

All taxis must display a roof light showing the word 'taxi' on the front.

In the case of magnetic lights used on vehicles other than purpose built taxis, the words 'taxi' or 'for hire' must appear on the rear of the sign.

The roof sign must be maintained in good working order.

The magnetic light must be securely attached

The roof-sign must be capable of being lit, and must cease to be lit when the taximeter is brought into operation.

Hackney Carriages capable of carrying passengers in a wheelchair and/or of having accommodation for wheelchairs must incorporate a sign into the roof sign indicating their purpose

Large Drivers Badge

You must make sure that there shall be displayed so that it is visible from all parts of the vehicle, whilst it is available and used for hire, an identity style badge as provided by, and which shall remain the property of, the Council, which shall have incorporated within it a photograph of your face and your badge number.

Advertisements

No advertisement or sign of any nature can be displayed on the vehicle other than an advertisement or a sign of a type authorised by the Council.

Livery

Hackney carriages may display a livery.

Where the livery is displayed it must be in accordance with the approved livery of black vehicle with yellow bonnet stripes, yellow boot stripes and yellow roof stripes to a standard colour code approved by the council

Other Signage

Vehicles must display at least one “No Smoking” sign on at least one near-side and one off-side window to be clearly visible to passengers before entering the vehicle.

Vehicles may only display the following window stickers or signs providing that they do not obscure vision:

- (a) the Council’s official plate (the detachable slip)
- (b) the name and telephone number of a Watford hackney carriage or private hire firm, recognised by the Council
- (c) an authorised parking permit
- (d) membership of a recognised motoring organization or a hackney carriage or private hire association
- (e) disability awareness signs.
- (f) If CCTV is in use, signs notifying customers of the use, storage and access must be displayed.
- (g) A sign advertising the availability of debit or credit card facilities

No other signage is permitted unless permission is expressly granted by the licensing authority on application

Appendix B

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 POLICY REQUIREMENTS FOR PRIVATE HIRE VEHICLE LICENCES

Maintenance of Standards

At all times that the vehicle is licensed it shall be required to comply with all parts of the Vehicle Licensing Policy 2019-2024.

Dual Plating

Licences granted to vehicles later found to be licensed with another Licensing Authority will be revoked.

Alternative Fuels

Changes to the fuel type used must be notified to the licensing authority within 7 days of conversion and the certification of installation provided. Appropriate time will be allowed for the change to the V5 document.

Tyres

Proprietors must ensure that the vehicle has, at all times, appropriate equipment and/or tools to repair or replace a punctured or damaged tyre, or a policy or maintenance contract with a supplier who can attend to repair the vehicle or assist in repair of the vehicle (i.e. by towing to a garage).

The vehicle tyres including the spare must be all radial or all cross ply construction.

Body Work

The vehicle must be maintained in a manner satisfactory for public service at all times, without evidence of corrosion, damage, unsatisfactory repairs and/or unsatisfactory modifications.

The vehicle must not have:

Dull paintwork/mismatch of paint

A single rust scab or blemish larger than 10mm x 10mm

Dents over 40mm in diameter at its widest point and over 2mm deep

A scratch over 300mm long

Visibly poor or unsatisfactory repairs or modifications

Cleanliness

The exterior of the vehicle must be kept in a suitable and clean condition at all times such that road dirt, mud or other detritus does not excessively obscure any paintwork, lights, windows, licence plates or number plates.

The interior of the vehicle must be kept in a suitable and clean condition at all times without accumulations of dust, dirt, litter, general debris, staining, excessive unpleasant odours or excessive wear.

Seat cushions and back rests must be adequately maintained in good condition and offer proper support to passengers.

Assistive Technology

Assistive Technology must not be used to allow the driver to relinquish control of the vehicle at any time when carrying passengers.

Luggage

For the purposes of bylaw 23(iii) of the Council's Byelaws relating to hackney carriages, 'luggage compartment' means the space behind the rear seats, or when the furthestmost rear seats are folded down, the space to the rear of the next complete row of seats. In purpose-built hackney carriages or mini-buses, the luggage compartment may be the front footwell on the passenger side provided that any seat in this location is not occupied by a passenger.

Proprietors must ensure the luggage compartment is kept free from corrosion, dirt, dust, grease, litter or water penetration etc that may stain or damage any luggage which may come into contact.

Proprietors must not carry any tools or other equipment in the luggage compartment unless related to maintenance of the vehicle and securely stowed.

Proprietors must not allow any packages or other luggage etc to protrude from the luggage compartment over any of the seats which may be occupied, or outside the vehicle.

All doors which allow access to the luggage compartment (e.g. a tailgate, boot, or rear doors) must be locked shut when the vehicle is in motion.

Vehicle Modifications

Proprietors must request in writing the Council's consent, and obtain such consent, before making any modification to the vehicle, including its seating capacity.

Private Hire Meter

Proprietors may use a meter in a private hire vehicle providing it is secured in a safe and clearly visible position.

Credit Cards Machines

If a card machine is advertised as in use it shall be available for every passenger unless a fault prevents its use.

Non-Factory Fitted Equipment

Proprietors may not use non-factory fitted equipment (for example, radios, PDAs, sat-nav systems) unless they are installed in positions approved by the Council's officers

No equipment can obstruct driver or passenger movement in or out of the vehicle, affect passenger comfort, obstruct the driver's vision, or impede the driver's ability to control the vehicle.

Proprietors must notify the Council before installing any non-factory fitted equipment so that the equipment and proposed position may be tested in relation to safety and comfort.

The vehicle must not be used before approval has been given.

If the vehicle already has a licence and is to be modified to allow the use of a PDA, radio, or other such equipment, permission must be obtained from the licensing authority first.

Proprietors must ensure that equipment installed does not interfere with the electronic systems of their vehicle or other vehicles on the road.

First Aid Kit

Where a proprietor carries a first aid kit they must:

Ensure it meets the requirements of the Health and Safety (First-Aid) Regulations 1981

Keep an accident reporting log in the vehicle

High Visibility Safety Vests

A number of fluorescent/high visibility safety vests equal to the carrying capacity of the vehicle must be carried for use by passengers and driver in an emergency situation.

Fire Extinguisher

Vehicles must carry a well maintained fire extinguisher of a size deemed appropriate by the proprietor.

Extinguishers must be securely stored in the vehicle in a fixed and easily accessible location.

Defibrillators

Where a proprietor carries a defibrillator they must:

Receive satisfactory training in the use of the machine and provide certificated evidence to prove training.

Obtain the defibrillator from a recognised supplier of genuine quality machines and proof of purchase will be required.

Mount the defibrillator securely in a location where it cannot be accessed by passengers unless directed.

CCTV

Where CCTV is installed, the following conditions shall apply:

1. That the appropriate person responsible for the camera is registered as the Data Controller under the Data Protection Act 2018 and is responsible for ensuring compliance with that Act and associated legislation;
2. The use of the camera and the footage complies with the relevant guidance of the Information Commissioners Office (ICO);
3. The footage must remain “tamperproof” and be accessible only to the proprietor or a responsible third party;
4. Vehicles must display adequate signage notifying customers of the use of cameras, how long data is stored for and how customers can access the data;
5. Drivers must provide example documentation of a CCTV usage policy, Privacy Impact Assessment and Subject Access Request application.
6. Drivers must provide an in date copy of ICO registration certificate

Safety Screens

Where a safety screen is installed, proprietors must:

Provide evidence of professional, certificated installation

Provide evidence of notification to, and approval by, the company insuring the vehicle

Vehicle Tracker

Where a tracker is fitted it must be installed by a competent professional and proof of installation will be required.

Receipts

The driver of the vehicle must offer to each passenger (or, if there is more than one passenger, at least one of those passengers) at the end of their journey a receipt containing the following information:

- (a) the date
- (b) the fare for that journey
- (c) the number of the badge issued by the Council to that driver
- (d) other information that may be specified in writing to you by Council officers.

Vehicle Plates

The plates (provided by the Council and which remain the property of the Council) identifying the vehicle as a hackney carriage or private hire vehicle in respect of which this licence has been granted must be affixed to the vehicle in such manner and position as shall be prescribed by the Vehicle Licensing Policy.

The exterior licence plate and interior licence plate (also referred to as the detachable slip) issued by the Council must be clearly visible and the details legible at all times that the vehicle is being used for work.

Door Signs

Private Hire Vehicle door signs must be pre-approved by the Council's officers.

At all times when the vehicle is in use for work door signs MUST be applied to the driver's and front passenger door of such dimensions and colours as may from time to time be approved by the Council.

Signs must bear:

- the words "Private Hire - Advance Bookings Only";
- the operator's name and/or telephone number,
- but may not contain the words "Taxi" or "Cab".

Door signs must be maintained in a clean, readable and undamaged state.

Roof Lights

Private hire vehicles must not have roof signs.

Large Drivers Badge

You must make sure that there shall be displayed so that it is visible from all parts of the vehicle, whilst it is available and used for hire, an identity style badge as provided by, and which shall remain the property of, the Council, which shall have incorporated within it a photograph of your face and your badge number.

Advertisements

No advertisement or sign of any nature can be displayed on the vehicle other than an advertisement or a sign of a type authorised by the Council.

Livery

There is no livery requirements for private hire vehicles

Other Signage

Vehicles must display at least one “No Smoking” sign on at least one near-side and one off-side window to be clearly visible to passengers before entering the vehicle.

Vehicles may only display the following window stickers or signs providing that they do not obscure vision:

- (a) the Council’s official plate (the detachable slip)
- (b) the name and telephone number of a Watford hackney carriage or private hire firm, recognised by the Council
- (c) an authorised parking permit
- (d) membership of a recognised motoring organization or a hackney carriage or private hire association
- (e) disability awareness signs.
- (f) If CCTV is in use, signs notifying customers of the use, storage and access must be displayed.
- (g) A sign advertising the availability of debit or credit card facilities

No other signage is permitted unless permission is expressly granted by the licensing authority on application

Appendix C

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 ADDITIONAL CONDITIONS FOR WHEELCHAIR ACCESSIBLE VEHICLES

Within these conditions:

“Council” means Watford Borough Council and its officers

“Proprietor” means the person to whom the licence is granted.

Restraints

A three-point seatbelt assembly together with suitable wheelchair restraints must be provided for the use of wheelchair occupants in vehicles capable of carrying passengers in their wheelchairs.

Anchorage must be provided for the both the wheelchair and wheelchair user to the latest industry standard. Restraints for wheelchair and occupant must be independent of each other.

Ramps

A ramp(s) for the (un)loading of wheelchair passengers must be available at all times for the safe access and egress of passengers. Adequate locating device(s) must be fitted to ensure that the ramp(s) do not slip or tilt when in use. The ramp(s) must be of sufficient strength and stability such that they will not bend and will remain stable during use and must be of a safe working limit of at least 300 kg over its entire length. The ramp(s) must be capable of being stowed away securely and safely when not in use.

Ramps which are removable must be permanently legibly marked with the registration mark of the vehicle for which they are provided.

Lifting Mechanism

Lifting mechanisms fitted to any licensed vehicle must conform and be tested in accordance with the Lifting Operations and Lifting Equipment Regulation 1998 (LOLER). Any costs associated with this requirement are the responsibility of the vehicle proprietor.

A valid compliance report conform to LOLER must be kept in the vehicle and be available for inspection.

Training

Where a vehicle is capable of carrying a passenger sitting in a wheelchair in the vehicle, the driver of the hackney carriage or private hire vehicle must demonstrate at time of vehicle inspection on application an ability to use the equipment provided for the carriage of passengers. All drivers must attend a disability awareness course approved by the Council.

Appendix D

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

ADDITIONAL CONDITIONS FOR STRETCH LIMOUSINE PRIVATE HIRE VEHICLE LICENCES

Within these conditions:

“Council” means Watford Borough Council and its officers

“Proprietor” means the person to whom the licence is granted.

No vehicle over 10 years old shall be licensed as a stretched limousine

Applications are accompanied by the relevant IVA inspection certificate

Vehicles are required to pass an MOT test every 6 months

That the result of this MOT test be submitted to the licensing team at the time of the test

Appendix E

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

CONDITIONS TO BE ATTACHED IN THE CASE OF PRIVATE HIRE VEHICLE SIGNAGE EXEMPTIONS

Within these conditions:

“Council” means Watford Borough Council and its officers

“Proprietor” means the person to whom the licence is granted

Door Signs

Where an Exemption Certificate has been issued for the vehicle by the Council, a magnetic sign may be applied instead to the driver’s and front passenger door providing that it meets the requirements stated in section 14.2 of the Policy and in addition contains in prominent figures the number of the vehicle plate issued to that vehicle.

The magnetic signs must be displayed on the vehicle whilst it is being used for Non-Contract Work and may be removed whilst being used for Contract Work.

Within this condition:

Contract Work means journeys undertaken for hire or reward as part of a regular course of business with a particular client or customer as determined to the satisfaction of the Council’s officers;

Non-Contract Work means all other journeys for hire or reward including those conducted for the purposes of conveying children to or from any school or educational establishment.

Vehicle Plate

The vehicle shall display a licence disc issued in place of the vehicle plate.

The disc shall be displayed in the front windscreen of the vehicle to be clearly visible at all times.

Comments broadly supportive of the proposal (63)

All should be wheelchair accessible as standard. Otherwise it makes too difficult for wheelchair users and may cause them to wait longer. The environment is important.

Low emissions / 0 % emissions vehicle by 2027. But they are expensive to buy. Wheelchair Accessible vehicles should have a lower cost licence charge. Livery, yes. And in Watford FC yellow and black to create an identity /branding.

It seems sensible for the taxis to be zero emission and wheelchair friendly in this era. Not so bothered by the livery other than it would mean they were instantly recognisable as proper taxis.

I don't feel that all taxis need to be wheelchair accessible - and in the past I have used a Wheelchair - as 100% of the population are not wheelchair users. The livery has pros and cons, probably more pros as people aware of what type of vehicle they are getting into.

I am not so concerned about the livery but since I am disabled and also extremely concerned about pollution and its impact on our planet, these two items are extremely important to me.

This move will distinguish Watford (I'm not sure many/any other towns are doing yellow and black livery for example) which I think will be good for the town and it's economy. I think to reduce emissions we must use legislative control wherever possible. This is a great example of local government using its authority for a good outcome.

I particularly agree they should be zero emission capable. I also support the other two proposals

Clean cabs and accessible

Zero emissions I have mixed opinion on as there is not enough information to justify this. Wheelchair Accessible and livery I agree with.

I agree with the proposals because they are for the benefit of all. Cleaner air, fully supportive of special needs and displaying authority to trade.

In livery we recognise they are licensed by Watford - Wheelchair - an ageing and disability increase - issues foreseen with climate change

These are good objectives but I trust that some account will be given to the financial consequences for operators in their implementation.

As part of receiving a licence from the council the driver, not the company that contracts with them should: 1. be required not to idle their vehicles while waiting to pick up passengers. This would be part of the zero emissions part of the overall plan. 2. have some formal training in assisting disabled passengers in and out of the vehicle. 3. be required to

display the fare meter in such a way that passengers can see how much the fare is as they travel in the vehicle.

The disabled need to be looked after and the best possible emissions catered for.

Electric is the future and disabled must be catered for.

The first thing that greets you from the station in Watford junction is the overpowering aroma of fumes from the waiting taxis. It is one of the worst welcome home smells ever. So zero emissions would be great.

Watford should be leading the way with its green policies, this can only bring economic benefits to the area. We really need to be at the forefront of modernising transport systems.

To stop rogue taxis taking business locally and enforce good working practices.

It is important to try and reduce emissions and provide a cleaner environment for the town. Wheelchair access should be available as much as possible, but will be expensive to implement. I love the idea of the colours to match our football team.

It's good to consider the environment and create an identity for the taxis which would imply that it is safe to hire them.

I feel all three points are desirable objectives. I have direct knowledge of the difficulties that a wheelchair-using friend has with transport

Will help to raise standards and drive out of business those cars that do not meet this standards.

Agree with zero emission Wheel chair accessible is good idea...but, upgrading all taxis might not be easy as it involves cost. Display council details - what is the advantage?

Taxis should represent the Town & the local authorities who license them. Clean & new modern vehicles would uphold our town's image

Important to be environmentally positive, not discriminate against those who need access and use a wheelchair.

It is important on the points to ensure that our taxis are recognisable to create a sense of safety particularly on busy weekends with the clubs in town, that they are accessible to all of our residents and that we make watford a greener place!

Zero emission - a no brainier - pollution - climate change display WBC – safety

Cabs need to be recognisable and help the environment

To encourage the most desirable innovations (though I don't feel strongly about the livery)

The hackneys need to be clearly distinguishable from private hire vehicles through use of black and yellow livery. This facilitates street hailing.

Whilst I would appreciate the recognisable livery to Black and Yellow. How would this affect the Black Hackney Taxis, or are they not included in this survey? I agree vehicles should be fully wheelchair accessible. If vehicles are to be zero emission capable, I would support this.

These are all very important for our town and you hope if they are zero emissions and wheelchair accessible, the cars will be newer models. As slit if licensed cabs are little tired and worn out.

Rather nice to have a livery on environmentally and disabled friendly vehicles.

Love the idea of promoting the Watford colours- would be keen to avoid too much of a New York City cab look with the yellow.

We need to be environmentally conscious as well as build pride in our town

I feel that it is important to have easily recognised cabs. As a single woman I value security. I am also disabled, although I do not use a wheelchair, I do sometimes find it difficult to climb in to taxis and definitely feel that all cabs should be accessible. It is very important to try and decrease emissions as much as possible. In a town the size of Watford there is a lot of traffic and if you are walking along the main roads you become only too aware of the pollution from vehicles. There are days when you feel grubby and you start to feel quite unwell; sore throats, itchy eyes.

Zero emissions

Because you know they are supposed to safe and registered

I work with someone who is a Full time Wheelchair user. In London all black cabs are Accessible, Why should Watford or any town be any different? We want an Inclusive town so make the changes! Zero Emissions - my concern is: Will the customer be charged more for this? All the WBC Taxis should be seen as so, displaying WBC Livery gives reassurance to the Customer & ensures it's a valid registered vehicle.

All taxis, plus private car hire cars need to be emissions free.

It's important that any public vehicle can be zero emission capable given the amount of time they are on our roads.

I agree with the above, but I am sceptical about zero emissions cable cars for a couple of reasons. 1) If they have to be zero emissions, who will fund them? Will the council give grants to help pay for them? It seems a bit unfair to force local taxi drivers/companies to buy new cars when their business may be struggling to begin with. 2) Most zero emission

cars are electric. Even modern electric cars have lower range than petrol/diesel cars, and take much longer to refuel. This means there will be less time for local taxi businesses to conduct business with the same number of cars and employees.

Accessibility is a must for taxis as some may rely on them. A designated livery would help prevent fake taxis being used. A small urban town like Watford should have plenty of spots for rechargeable cars and with newer London Taxis being electric based such things are totally achievable.

ITS PERFECTLY OBVIOUS THAT WE SHOULD PERSUADE THE OWNERS TO BE PROUD AND EASILY DEFINABLE RATHER THAN THE RAG TAG ASSORTMENT OF DIRTY CARS NOW USED.

Capable needs to be in the present though

I strongly agree on the Zero emissions point

For the environment and to be fair and accessible for all.

This should be the way forward

We need to reduce pollution

EV vehicles is a must to cut emissions and help the environment

Everyone has the right to transport irrespective of their physical abilities.

Taxis shouldn't be treated differently from any other car or van. Air pollution is a crisis, and all newly licenced vehicles should be zero emissions capable from now.

We need to improve air quality for health. Wheelchair friendly is essential. The council livery is not particularly necessary.

Taxis should come with PROPER locking mechanisms to lock W/chairs in safely (track rails & straps)

I'm not necessarily in favour of black and yellow... but I agree it should be standardised.

For the same reasons Watford council think this is a reasonable solution

Good for the environment. Good for people with limited mobility. Watford colours would make them stand out and be easily recognisable.

Making them zero emission will only put up the cost to the users

It's the right thing to do.

More competition, better prices

I believe the council needs to return to a distinctive branding for hackney carriages. Black and white as previous would be good.

Focus on ensuring the existing taxi fleet comply or are taking steps to comply with these standards

Comments broadly against the proposal (35)

These requirements will push costs onto consumers

The cost of respraying a vehicle is not cheap. And what gain will that have to bringing us custom? Our trade is hit hard with the like of Uber and no ranks in the High St. Drivers do not have the money to fork out on £15,000+ on a car when there is no work.

Zero emission vehicles are very expensive. Our trade is not very good due to competition and making the taxi black and yellow will not do anything for us other than add expense.

New electric cars, even old ones, are too pricey to buy.

Already too many licenses. Wait for someone to leave before handing out any further

Existing taxi driver will not spend, £20,000 on this vehicle type

Zero emission and wheelchair accessible are very expensive

Don't need it

Are the council going to fund all this or will it be the drivers who have to suffer and deal with the expense of it all?

Having all taxis wheelchair accessible is beyond what is required and will increase fares. There needs to be some wheelchair accessible vehicles, not all. Zero emissions capable. We're not ready for zero emissions yet.

The cost of such vehicles is very high and with very little work to make repayments would definitely result in drivers having to give up their jobs. Added to this the Reading ruling clearly stated Uber drivers were not parked in busy areas such as stations, night clubs, shopping areas as they would have been prosecuted yet they are doing just that in Watford. This is regular practice. On Friday and Saturday they park on Exchange Rd, Upton Rd, Rosslyn Rd, the flyover, where we are told it is dangerous yet they are freely allowed to do as they please. And not forgetting they are all over Watford Junction station.

Not full wheelchair accessible due to not a high demand, we currently have a good balance. Current livery is fine due to a large number of Taxi break-ins everyone should be allowed to remove magnetic signs when not working to help stop crime and wasting police time. This would be a positive step in the right direction.

Please stop trying to be PC and creating more red tape for businesses

Zero emissions is essential for taxis. Not sure every taxi needs to be wheelchair friendly if user bookings are a very small percentage. WCF taxis should be proportional to requirements. A clear and consistent identifier is required but not sure it needs to be a special livery which will have to be paid for by customers through increased fares.

I disagree with some elements of the above but agree with others. I feel that some parts should have time frames applied to them.

Zero emission is a difficult and expensive objective... need to help the reliable local taxi drivers.

Just seems to be another "virtue signalling" exercise.

Not all taxis need to be wheelchair accessible. I agree these are needed but if all cabs need to be adapted it would put prices up for everybody

Zero emission 100%. The choke of diesel fumes outside Watford Junction is appalling and I am sure life threatening. Wheelchair Accessible - maybe not all taxis, possibly need a quota based on demand - say 50%. Colour – no opinion

All these moves are going to add costs which will then push up fares. Agree that the cabs should be visible, a certain % need to be wheel chair accessible and finally zero emission should be in line with what central government directs based in technology, cost and charging infrastructure

Don't understand why they need to be a specific livery. Agree with zero emissions. Too many taxis idle their engines whilst waiting for customers and it adds to the pollution near the Junction Station in particular Perhaps having all having to have wheelchair access may be excessive if it is much more costly.

I would like to potentially have the ability to have a long journey in an extreme emergency (e.g. it's 2am, a relative ill in Durham and my car is broken or I'm drunk, that sort of thing) so would like a small number of the licences to be petrol/diesel. Good for environment and available for disabled customers and more safer

Not needed! Too many Hackney vehicles already and they are very expensive and some very dirty and not kept well.

This will swell the already large ranks and decrease the already dwindling trade for taxi drivers.

I do not require zero emission capable cars.

No vehicle is zero-emission, since the brakes, tyres & road surface account for approximately half the PM pollution. Although this is a good step, it should not be labelled "zero emission"

Twice in the past two weeks I came to the railway station only to find no taxis. Advance bookings are cancelled without prior notice, forcing me to call an Uber. It looks like there are not enough taxis in Watford to cover user demand, so I don't agree with making it even more difficult to obtain a new licence. Why does the full new fleet need to be wheelchair

accessible? Why the mandatory council livery, when existing licensees may not have it, so it will be confusing for users?

Because people don't really care about the colour; they certainly don't care about the emissions and there aren't a proportional amount of wheelchair users for every cab to have to be accessible by a wheelchair. What people DO care about is the fact that Watford has the 3rd highest tariff in the country, and this should be addressed.

They should be allowed to have any colour they like

Not sure how many hackney carriage licences you have and are more needed? What I will say only electric hackney carriages should be allowed to use bus lanes as a trial.

Because there is no work for Hackney carriage anymore. Uber killed the trade driver struggling to make a living.

What about existing licences? Who is going to advise on 'wheelchair accessible'? There are many varying degrees of what is considered wheelchair accessible and what is safely wheelchair accessible and financially acceptable. Wheelchair users should not be charged double or more than the standard fare. The purchase cost of a new WAV is no more than a car.

Because zero emissions is a soundbite, without actually considering environmental impact in a meaningful way. It smacks of wanting to please voters

If you're going to force Hackney's to buy ZEC wav and allow PH to carry on driving euro 6 and below this will be unfair

Comments not directly related to the proposal (10)

Keep jobs for local businesses.

I use Uber as easier and cheaper.

Don't use taxis

Air pollution from taxi fumes at the taxi rank outside Watford Junction must be well in excess of any international standards. Cleaner air measures need to be impactful and immediate. I would like to see engines switched off when parked or stop start technology now. Longer term the bridge and subway area harbours the pollution yet passengers have no choice but to navigate this stretch. The taxi exit must be moved from here.

The air pollution at Watford main line railway station is awful.

Watford Hackney fares are exorbitant (Compare to St Albans) and for that they should conform to the proposed new standards.

The present cars are OLD and tatty.

I would prefer more competitively priced taxi services

They're too expensive - I only use Uber.

Don't care either way. How it is now is fine and having the proposals is fine so no opinion either way.

Comments broadly supportive of the proposal (11)

Good to have a good new fleet of cars within budget

Times are reasonable

All licensed vehicles must be less than 7 years old

Seems sensible especially at the rate at which motor technology is changing

Reasonable to have vehicles that aren't too old

Good not to require an unreasonable investment up front, and this balances that with the need to have vehicles in decent condition and reasonably up to date.

Mostly agree on basis of reducing the harmful emissions.

Vehicles should be good condition and not too old.

Should all be, at most, 7 years old.

The limits should be same across engine sizes. 7 years limit seems reasonable.

Should simplify and in line with the recent Council decision to be Carbon neutral, develop one high standard for all circumstances i.e. at time of first licensing as a hackney carriage or a private hire vehicle a vehicle must be no more than 7 years old at the date of application. They will ensure only the newest and least polluting cars are on the streets of Watford. Vehicles should be much newer.

Comments broadly against the proposal (25)

Vehicle should be no more than 5 years old

To be honest as long as the car is safe to travel in and is well maintained then I don't really see a problem about the age of the vehicle or its engine.

I don't understand why electric and hybrid vehicles can be much older than combustion engine vehicles. The mechanics of the non-motor parts wear the same for all vehicles so if the motors have been replaced I don't see what the difference is.

The vehicles should be newer to have more eco-friendly or green options.

For safety reasons taxis should be new or only two years old when first registered.

Doesn't matter if it's safe and works.

They are too old, these are vehicles being used as a business they should not be allowed to get a licence that old. I think 5 years should be the max.

This throws the door wide open to low standard vehicles. Should be tighter.

IF THE VEHICLES ARE PROPERLY MAINTAINED AND KEPT CLEAN THE AGE IS NOT SO CRITICAL

This does not go far enough to support clean air, and limit climate change when we have signed up to a climate change emergency. Watford must be more ambitious with its targets for cleaner taxi cabs. Private companies could sponsor such taxi's to help drivers cover the costs and allow the customer to choose.

If the vehicle is safe and meets criteria then age is not the issue

These age limits are too generous

Many taxis operating in Watford seem old and in poor condition internally. I do not have a strong opinion on the maximum age of a vehicle for first registration but 7-15 years seems quite old to me. Perhaps there should be a maximum age of a licensed taxi too. Alternatively there could be a test regarding the standard of internal furnishings that must be passed if a car older than some threshold, say 10 years, is to continue to operate.

It's the condition of the vehicle that counts - not what year it was registered.

All depends what condition it is in.

Newer cabs would be better so that they are still clean emissions after a couple of years

These vehicle ages are TOO old it should be dropped to 5 or 6 years

Far too old should be 2015 so Euro6 compliant.

No vehicle of any type or classification older the 10 years should be used for the transporting of paying passengers especially, when such a vehicle has been used as a taxi, as they will have much more than the average mileage and be more likely to break down.

Let's make it easy. All new vehicles must be cat 6 emission standards and maximum of 10 years old.

Have you seen the state of a taxi older than 6 years?

I'd much rather have a ride in a 1940s Bentley than a modern Toyota, frankly.

No more than 5 years old vehicles please.

I presume these age limits have been set following detailed consultation or research into how long cars of each description can reasonably be used for taxis/Hackney cab/private hire use before becoming less effective and potentially less safe.

Want proper petrol or diesel cars not zero emission

Comments not directly answering the proposal (6)

I feel more time must be given to drivers who have purpose built wheelchair accessible cars. If these vehicles are taken out of the system disabled customers will suffer with the lack of purpose built Taxis

Some vehicles are probably quite old

Again not clear for people not in the trade -USE PLAIN ENGLISH ! Wording Too complex for 'normal everyday people ' who have no specific vehicle knowledge

All future licensed should be for zero emissions vehicles or the new London Electric Vehicle Company taxis only.

All hackney carriages or private hire vehicles must be licensed up to a maximum of 12 years.

We must think Eco-friendly.

Comments broadly supportive of the proposal (7)

Well done

Helps towards the emissions reductions

It makes sense.

My main issue is with diesel vehicles. I think no diesel vehicles should be licensed after the end of 2020 based on how polluting they are.

I feel this is necessary to gradually limit emissions.

Need to improve emissions

I agree, although any car that came under the emissions scandal should be treated with scrutiny due to its rating if not otherwise corrected.

Comments broadly against the proposal (20)

I feel more time is needed to be given to especially these drivers not just on a financial basis to buy a new car but to also assist disabled passengers who will suffer due to the lack of these taxis.

If criteria are met age is irrelevant. We need the cleanest vehicles as soon as possible but it is not practical to discard working vehicles immediately

A 25 mile range seems very short to qualify as a zero emissions vehicle.

Not very 'eco' to scrap perfectly good cars - just allow natural depletion to get the older cars off the road.

If your car has passed its mot and is clean and tidy there should be no age restrictions not everyone can afford to buy newer cars

Depends on the cost of these cars at the time what is realistic.

Cost of low emission, zero emission vehicles too much

Cost cost cost

There is very limited availability to sustain electric cars, hybrid cars or low emission cars. There are actually very few charging points for electric cars and I don't feel we've reached the point yet where they can compete with diesel and petrol cars. Often they don't last as long between charges, there is then the risk of them running out and being able to refill due to a lack of charging points. Hybrid cars aren't that more eco-friendly in reality than petrol and diesel cars and I feel the damage to the eco system is already done and that the priority now should be to reduce plastic pollution as I feel this is a greater risk to our immediate future than petrol and diesel is.

More time is needed for this transition

Confused

I agree but the controls should be stricter. You are allowing 13 years old cars on the road, some which are currently in poor state of repair.

Much too complicated minimum cat 6 and 10 years, and 25 miles electric only is not viable in provincial licencing as provinces are higher mileage journeys. Must be all electric.

Same as before. The age limit should be the same across car types and set at 7 years.

Seems a tad complicated and should dispense with the age condition exemption. Need the highest and not the proposed bottom of the barrel standards which impact air quality for all.

Appendix 18

Just let drivers use the cars they want. These are ridiculous restrictions.
Doesn't matter if it's safe and working.

More concerned about age of vehicle overall

These dates need to be sooner. And all diesels must be emission tested and certified quarterly in order to ensure compliance.

The mileage current hybrid vehicles can drive is around 20 miles you should wait for more vehicles to come to the market

Too confusing.

Comments not directly related to or answering the proposal (4)

Good luck with calling the future right

I think so long as it's not a diesel or a two stroke engine then I'm cool with it.

But who is going to test these to make sure they are what they say they are.

Diesels just don't work in busy city centre traffic and must be banned.

European emission standards for passenger cars (Category M)*, g/km

Tier	Date (Type Approval)	Date (First Registration)	CO	THC	NMHC	NO _x	HC+NO _x	PM	PN [# /km]
Diesel									
Euro 1+	July 1992	January 1993	2.72 (3.16)	-	-	-	0.97 (1.13)	0.14 (0.18)	-
Euro 2	January 1996	January 1997	1.0	-	-	-	0.7	0.08	-
Euro 3	January 2000	January 2001	0.66	-	-	0.50	0.56	0.05	-
Euro 4	January 2005	January 2006	0.50	-	-	0.25	0.30	0.025	-
Euro 5a	September 2009	January 2011	0.50	-	-	0.180	0.230	0.005	-
Euro 5b	September 2011	January 2013	0.50	-	-	0.180	0.230	0.0045	6×10 ¹¹
Euro 6b	September 2014	September 2015	0.50	-	-	0.080	0.170	0.0045	6×10 ¹¹
Euro 6c	-	September 2018	0.50	-	-	0.080	0.170	0.0045	6×10 ¹¹
Euro 6d- Temp	September 2017	September 2019	0.50	-	-	0.080	0.170	0.0045	6×10 ¹¹
Euro 6d	January 2020	January 2021	0.50	-	-	0.080	0.170	0.0045	6×10 ¹¹
Petrol (Gasoline)									
Euro 1+	July 1992	January 1993	2.72 (3.16)	-	-	-	0.97 (1.13)	-	-
Euro 2	January 1996	January 1997	2.2	-	-	-	0.5	-	-
Euro 3	January 2000	January 2001	2.3	0.20	-	0.15	-	-	-

Euro 4	January 2005	January 2006	1.0	0.10	-	0.08	-	-	-
Euro 5a	September 2009	January 2011	1.0	0.10	0.068	0.060	-	0.0045*	-
Euro 5b	September 2011	January 2013	1.0	0.10	0.068	0.060	-	0.0045**	-
Euro 6b	September 2014	September 2015	1.0	0.10	0.068	0.060	-	0.0045**	6×10 ¹¹ **
Euro 6c	-	September 2018	1.0	0.10	0.068	0.060	-	0.0045**	6×10 ¹¹
Euro 6d- Tem p	September 2017	September 2019	1.0	0.10	0.068	0.060	-	0.0045**	6×10 ¹¹
Euro 6d	January 2020	January 2021	1.0	0.10	0.068	0.060	-	0.0045**	6×10 ¹¹

* Before Euro 5, passenger vehicles > 2500 kg were type approved as light commercial vehicles N₁ Class I

** Applies only to vehicles with direct injection engines

*** 6×10¹²/km within first three years from Euro 6b effective dates

† Values in parentheses are conformity of production (COP) limits