

Regulatory Committee

Thursday 2 June 2016 4pm

Council Chamber
Runnymede Civic Centre, Addlestone

Members of the Committee

Councillors Mrs J Gracey (Chairman), D W Parr (Vice-Chairman), Mrs D V Clarke, R J Edis and Mrs M T Harnden.

In accordance with Standing Order 29.2 any non-member of the Committee who is considering attending the meeting should first request the permission of the Chairman.

A G E N D A

Notes:

- 1) Any report on the Agenda involving confidential information (as defined by section 100A(3) of the Local Government Act 1972) must be discussed in private. Any report involving exempt information (as defined by section 100I of the Local Government Act 1972), whether it appears in Part 1 or Part 2 below, may be discussed in private but only if the Committee so resolves.
- 2) The relevant 'background papers' are listed after each report in Part 1. Enquiries about any of the Agenda reports and background papers should be directed in the first instance to **Miss C Pinnock, Democratic Services, Law and Governance Business Centre, Runnymede Civic Centre, Station Road, Addlestone (Tel: Direct Line: 01932 425627). (Email: clare.pinnock@runnymede.gov.uk)**.
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LIST OF MATTERS FOR CONSIDERATION

PART I

Matters in respect of which reports have been made available for public inspection

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PART II

Matters involving Exempt or Confidential Information in respect of which reports have not been made available for public inspection.

- a) Exempt Information
(No reports to be considered under this heading)
- b) Confidential Information
(No reports to be considered under this heading)

1. **FIRE PRECAUTIONS**

The Chairman will read the Fire Precautions which set out the procedures to be followed in the event of fire or other emergency.

2. **NOTIFICATION OF CHANGES TO COMMITTEE MEMBERSHIP**

3. **MINUTES**

To confirm and sign as a correct record, the Minutes of the meeting held on 17 November 2015, which were included in the December 2015 Minute book, previously circulated.

4. **APOLOGIES FOR ABSENCE**

5. **DECLARATIONS OF INTEREST**

If Members have an interest in an item please record the interest on the form circulated with this Agenda and hand it to the Legal Representative or Democratic Services Officer at the start of the meeting. A supply of the form will also be available from the Democratic Services Officer at meetings.

Members are advised to contact the Council's Legal section prior to the meeting if they wish to seek advice on a potential interest.

Members who have previously declared interests which are recorded in the Minutes to be considered at this meeting need not repeat the declaration when attending the meeting. Members need take no further action unless the item in which they have an interest becomes the subject of debate, in which event the Member must leave the room if the interest is a disclosable pecuniary interest or if the interest could reasonably be regarded as so significant as to prejudice the Member's judgement of the public interest.

6. **2016 ANNUAL REPORT - HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING (ENVIRONMENTAL SERVICES)**

Synopsis of report:

To present the 2016 Annual Report on matters relating to Hackney Carriage and Private Hire Licensing and its operation within Runnymede.

Recommendation:

None. This report is for information only.

1. Context of report

1.1 The Licensing Section is responsible for administering and enforcing the Hackney Carriage and Private Hire licensing regime in Runnymede. This report is to enable the Committee to be appraised of developments over the past year and gives an overview of the work undertaken by the Licensing Section.

1.2 The annual report includes statistical data from the Council's Licensing records. In order to have some commonality with other reports, unless otherwise stated, the data covers the period 1 April 2015 to 31 March 2016.

2. Report

2.1 Detail is included in relation to the following items:

- Statistics
- Suspensions and refusals
- Knowledge test
- Communications
- Enforcement and complaints
- Fees and fares
- New and proposed legislation
- Conditions and requirements
- Future Developments
- Staffing arrangements

2.2 Members are asked whether they wish additional information to be provided in the annual report, and if so, to list such information for inclusion in future annual reports.

2.3 Statistics

2.4 The following table details statistical information on the number of vehicles and drivers licenced (both new and renewals) over the last year. The previous four years have been shown for comparison:

	2011/12	2012/13	2013/14	2014/15	2015/16
Hackney Drivers	150	147	147	154	154
Hackney Carriages	142	149	151	140	143
Private Hire Drivers	108	95	95	89	80
Private Hire Vehicles	108	113	115	86	86
Private Hire Operators	23	22	23	23	23

2.5 Members will recall that we amended the vehicle age policy in 2014 by introducing a 'no age limit' for vehicles and more stringent standards concerning the condition of the vehicle. The charts below show age and mileage statistics of taxis and private hire vehicles in Runnymede as at 31 March 2016.

Chart 1 number of vehicles to mileage ratio:-

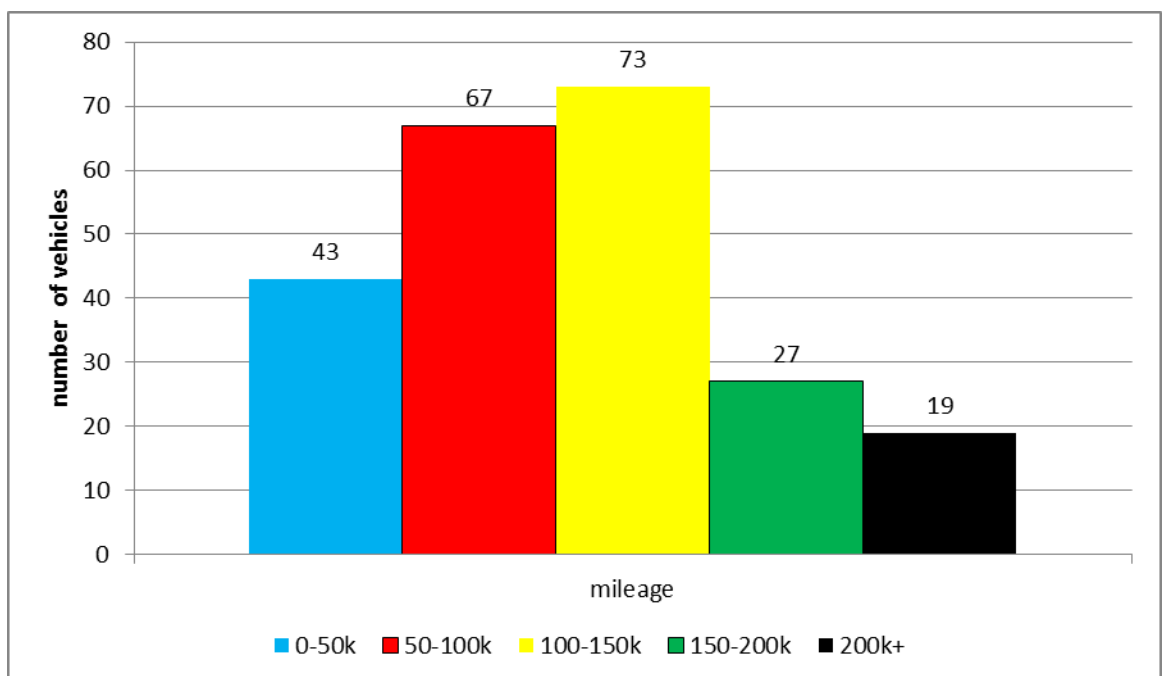


Chart 2 numbers of vehicles to age ratio:-

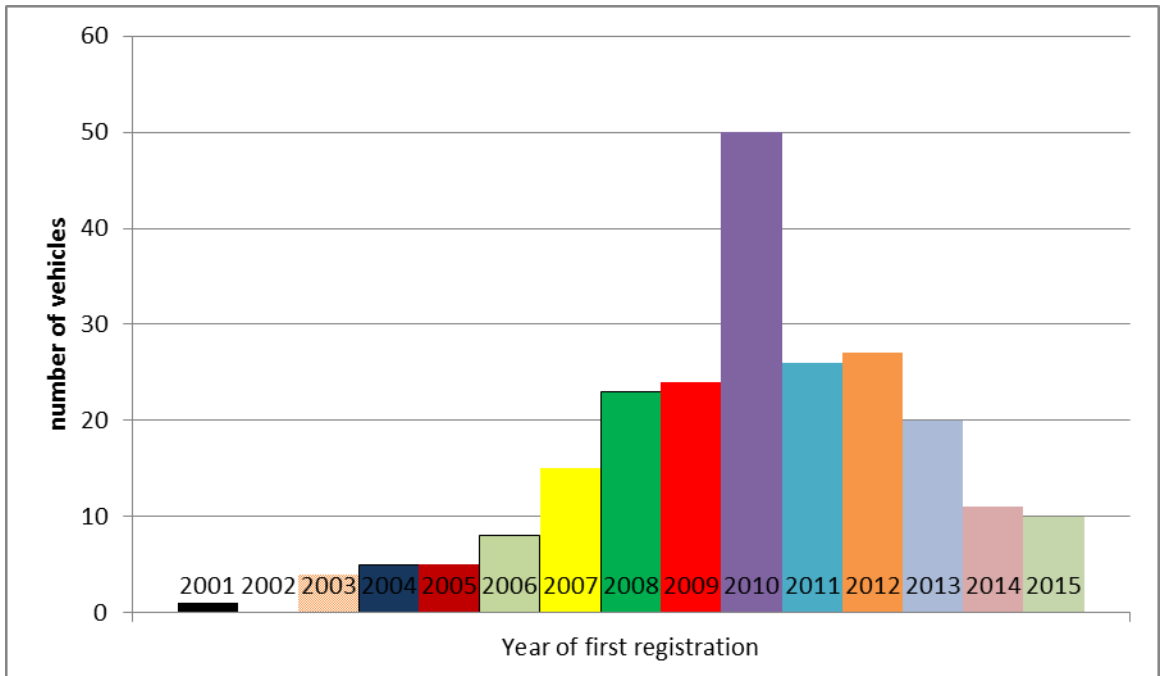
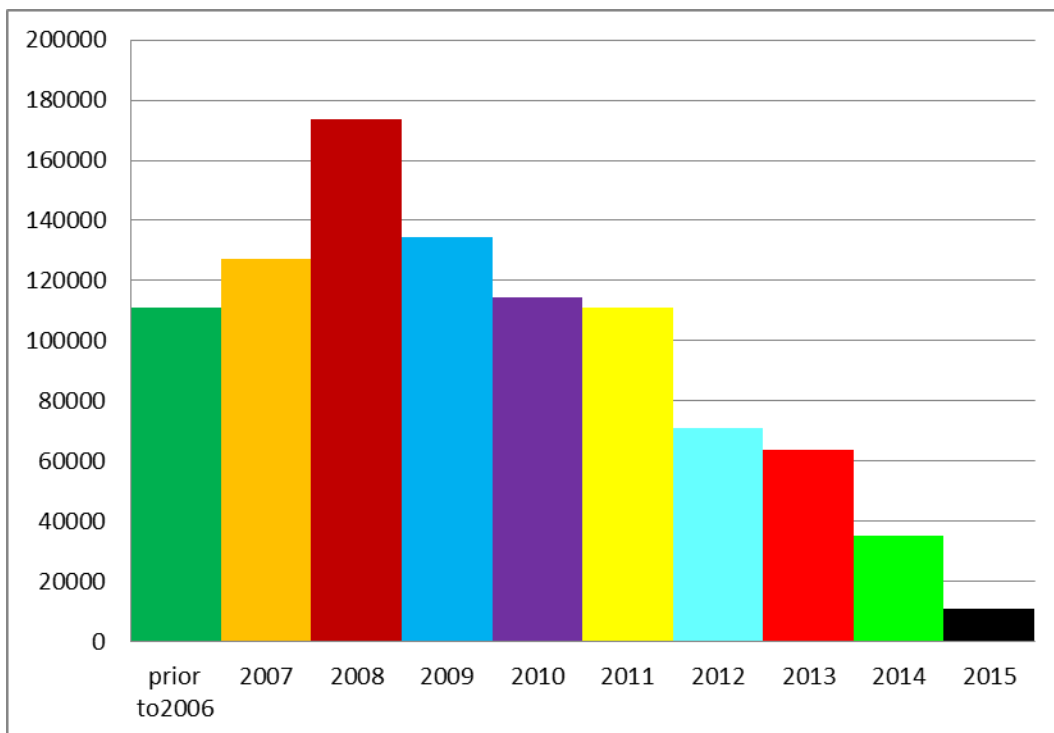


Chart 3 Average mileage to age ratio:-



2.6 Suspensions and refusals

2.7 The Licensing Section assists drivers in keeping track of their documentation by sending them a reminder letter 6 to 8 weeks prior to the expiry of their medical, Data Barring Service check, DVLA mandate, driver's badge and vehicle licence.

2.8 This is not a function the Section is obliged to carry out but it has been done as a matter of course for some time and does assist with the smooth running of the licensing regime. Approximately 60 to 80 letters a month are sent out at a cost to

the authority of around £800 per annum. This is often followed by a phone call or text to ensure drivers are taking steps to ensure they have their date documents in date. Although this is time consuming, by doing this, fewer drivers face suspension. This in turn saves a huge amount of time for Licensing and the Legal Section.

- 2.9 Disappointingly, four drivers were suspended in 2015/16 compared with one in the previous year.
- 2.10 Three of these suspensions related to drivers failing to have their required medical check. These were eventually obtained but at a cost to the individuals concerned. One suspension was in relation to a medical condition. However, following tests and referral of the medical notes to the Council's medical advisor he was declared fit to drive again.
- 2.11 All four suspensions were carried out using Officer's delegated authority, again saving time and money.
- 2.12 With regards to new applications and renewals, there has been no cause to refuse any new applications or renewals. This is a good indication of the effectiveness of the documentation checks.
- 2.13 Knowledge test
- 2.14 All new applicants are required to pass the Runnymede Hackney or Private Hire Knowledge test.
- 2.15 The Knowledge test is carried out once a month and the fee (£58), is payable for the first test and any subsequent resits. The test is in written form and a maximum of six applicants may take the test at the same time. The tests themselves are regularly revised and alternate test papers are used so that it is not the same test every time.
- 2.16 The test was revised in December 2013 and the new test was brought into operation in January 2014. The test comprises three parts, part 1- conditions and regulations which also includes a numeracy test, part 2 - locations and part 3 – a route test for hackneys only.
- 2.17 The test itself is considered to be a fair expectation of the knowledge required to be a driver in this Borough.
- 2.18 Following feedback from operators and applicants, all those who apply to do the knowledge test now receive a study guide to assist them in preparing for the locations test (part 2). This part comprises 60 questions taken from a bank of 180 locations which are changed for each paper; the pass mark is 52. In revising for and passing this locations test using the study guide we can be confident that the driver has attained the required level of knowledge for the most commonly requested locations in Runnymede.
- 2.19 To maintain relevance the knowledge tests content is updated at regular intervals to take into account new legislation or conditions as well as new developments within the borough.
- 2.20 Communications
- 2.21 Over the past year continued improvements to communication with the trade have been made as described below.
- 2.22 The Council's web site has a page specifically for hackney carriage and private hire news. This is regularly updated with events, latest developments and new legislation. All drivers have been made aware of the existence of this webpage and

encouraged to view it. It is possible to count the number of individual visits to this web page and a total of 236 individual viewings were carried out during the period of this report.

- 2.23 Drivers have been written to and asked to supply us with their email address. It is now possible to send group or individual emails to 188 drivers. We continue to encourage drivers to supply their emails on application forms and this number is steadily increasing.
- 2.24 A texting service is also in place where, for a cost of approximately 0.1p per text, we can send a text to individuals or groups. This is most useful for making drivers aware of urgent matters.
- 2.25 Forums where drivers and operators can exchange views with the Licensing Section were re-introduced in October 2013. It has been agreed to hold three per year, the next forums being on 28 July and 17 November 2016. We do plan to have other agencies at forums when there is a need. For example at the last forum the Police Crime Reduction Officer gave an input on recognising Child Sexual Exploitation. In a previous forum drivers were informed about fraudsters using taxis to drive them around while they commit their crimes, this proved useful when one operator was able to spot the signs of fraudsters using their vehicles and informed the Police.
- 2.26 Although attendance at forums is low, those who do attend raise some very valid points and give us some useful feedback which is always very welcome.
- 2.27 Those drivers who do attend the forums are to be applauded for taking the time to attend and put their views forward.
- 2.28 Enforcement and complaints
- 2.29 The Licensing Section has been involved in enforcement activity throughout the year. In general, only minor infringements are usually identified and the activity is normally concentrated at Egham and Virginia Water railway stations.
- 2.30 Other enforcement action takes place when complaints are made about drivers, either from a member of the public or another driver. By their very nature these complaints normally result in no action being taken due to lack of evidence; it is often one word against another with no independent witnesses or corroboration.
- 2.31 Seven complaints have been received about Runnymede drivers in the last financial year. Two were from the public, three were from other drivers and one was from the Police. A list of these is produced below.
- Behaviour – 3 (two driver one public)
Manner of driving – speeding – 1 (Police)
Operating outside conditions – 2 (drivers)
Condition of vehicle – bald tyre- 1 (public)
- 2.32 Where there has been a need for further investigation, drivers have been interviewed under caution and asked for an explanation. Four drivers were interviewed in the last year and all but one are still being investigated.
- 2.33 Carrying out enforcement and dealing with complaints are time consuming matters. For the Licensing Section this does pose difficulty in that their time is primarily taken up by administration and plating of vehicles. The Licensing Section does balance these priorities against enforcement activity to ensure we deliver a service to drivers which does not delay their applications and plating appointments.

- 2.34 The Licensing Section have liaised with Police and we do carry out occasional out of hour's operations to enhance the visible nature of the activity and to enable vehicles to be stopped while moving. These operations are carried out on an ad hoc basis when the Police can spare resources.
- 2.35 Many drivers have expressed concern over the number of out of Public Carriage Office licenced vehicles working in Runnymede, these are predominantly operated by Uber but there are other operators with their own app booking system. The practice of coming to Runnymede and waiting on bookings is quite legal there is no action that we as an authority can take to prevent this.
- 2.36 Fees and Fares
- 2.37 As included in last year's report to this Committee a comprehensive review of the taxi licensing fee setting process was carried out in 2014 and the resultant fees became effective on 2 April 2015. The fees are shown at Appendix 'A'.
- 2.38 Fees and hackney carriage fares are reviewed annually in November of each year. Following a review in November 2015 no changes were made to the fees or fares for the financial year 2016/17 so as to allow the new fee structure to 'bed in' and enable a proper assessment of fees in future years.
- 2.39 Hackney carriage fares were last increased in June 2014, the fare card is shown at Appendix 'B'.
- 2.40 The fee setting review produced a comprehensive breakdown of fees for each licensing process. In setting the fees we have been transparent in our approach and made all reports and details of the fee setting process available.
- 2.41 It is essential that fee setting for taxi and private hire licensing reflects the true cost of administering / determining applications and also ensures compliance with licence conditions.
- 2.42 Fee setting will take place again later this year and a report will be presented to this Committee in November 2016.
- 2.43 New and proposed Legislation
- 2.44 The Law Commission report to the Government published on 23 May 2014 included a draft Taxi and Private Hire Reform Bill. Progress of the bill has been on hold since the General Election in 2015 and it remains to be seen whether this will ever see the light of day. The latest communication from the Department for Transport on 12 May 2016 indicated they were still considering the Law Commission's recommendations.
- 2.45 As previously reported to this Committee, the Deregulation Act 2015 introduced changes to taxi and private hire matters concerning cross border contracts and licensing periods.
- 2.46 Since 1 October 2015 drivers and operators licences must have a duration of 3 and 5 years respectively unless there are what the 'Act' refers to as appropriate circumstances to allow a licence of a shorter duration. No guidance has been given to Councils as to what are 'appropriate circumstances' so it is very much a case of Officers in each Council making their own judgement.
- 2.47 In lieu of any guidance, legal experts in taxi licensing have suggested that each case should be taken on its own merits and that has been our approach in Runnymede.

- 2.48 Examples of reasons for a licence of a shorter duration include, pending retirement, ill health and financial difficulties. In preparation for the 'Act' becoming effective on 1 October 2015 Runnymede had been issuing drivers and operator's licences for these longer durations since 1 April 2015. During this period, 1 April 2015 to 1 October 2015, 108 drivers applied for licences, 41 of these chose a three year licence. Between 1 October 2015 and 31 March 2016, 114 licences were issued, 81 of these were 3 year, 32 were 1 year with the majority of reasons for this being financial or pending retirement, one licence was for six months only due to the applicant's visa expiring at that time.
- 2.49 Other legislative changes have recently been introduced through the Immigration Act 2016 (this received Royal Assent on 12 May 2016) which affects drivers and operators, as follows:-
- a) Applicants for hackney carriage drivers licences, private hire drivers licences and private hire operators licences must be entitled to work in the UK.
 - b) Hackney carriage drivers licences, private hire drivers licences and those private hire operators licences will lapse if the licence holder ceases to be entitled to work in the UK.
 - c) For hackney carriage drivers licences, private hire drivers licences and private hire operators licences the list of relevant offences will include immigration offences.
 - d) Immigration offences became grounds for seeking revocation or suspension of a licence.
- 2.50 The Policing and Crime Bill 2016 is currently going through the report stage before the House of Commons. An amendment has been put forward to compel licensing authorities to combat child sexual exploitation. If adopted, this will amend the Local Government (Miscellaneous Provisions) Act 1976 to place a statutory duty on licensing authorities to carry out its functions with view to preventing child sexual exploitation. The functions relate to the licensing of taxi private hire drivers.
- 2.51 Conditions and requirements
- 2.52 Runnymede's conditions and requirements for taxi and private licensing are in need of revising to bring them up to date with current legislation and to reflect the advances in vehicle safety.
- 2.53 In the absence of any indication that the Law Commission's report on Taxi and Private Hire licensing is on the Government's agenda, Officers have carried out a thorough review of our existing conditions and requirements and produced a draft policy which is the subject of a separate report to this Committee elsewhere on this agenda.
- 2.54 DBS checks do cause delays in processing applications due to the length of time taken for the DBS to carry out their enquiries. This can vary to anything between 2 and 10 weeks. As part of the checking process, the DBS make enquiries with the drivers local Police Force and it is this check that causes the most delays.
- 2.55 Drivers have been encouraged to subscribe to the DBS online checking system to prevent future delays and inconvenience.
- 2.56 Eighty five drivers had subscribed to this service by April 2016 (compared to 19 in April 2014 and 44 in April 2015). This is a healthy increase and as more drivers become due for their DBS checks we are hopeful that they will subscribe. Ideally all

drivers should subscribe to this service as it makes for a simple process with no delays.

2.57 Staffing arrangements

2.58 The Licensing Section's current staffing consists of one full time Senior Licensing Officer who also has responsibility for applications under the Licensing Act 2003, the Gambling Act 2005 and Scrap Metal Dealers Act 2013 and two part time dedicated taxi Licensing Officers who each work 12 and 12.5 hours a week.

2.59 The Section's main administrative function is now being carried out by the Client side of Customer Services. The staffing component for taxi licensing remains as previously with one full time and one part time administration post. There are no longer dedicated 'Licensing only' staff as the various administrative functions are shared amongst the Client side of Customer Services. As well as Taxi and Private Hire related licensing, these staff are also involved in the administration of the Licensing Act 2003, Gambling Act 2005 and Scrap Metal Dealers Act 2013, plus other administration within their remit, including Halls, Cemeteries and Leisure, Planning, Parking, Refuse and Recycling.

2.60 The Taxi Licensing Officers have been diligent as always and shown considerable skill in scheduling vehicle plating appointments. They are very aware of the need for drivers to remain on the road and go to some length to fit appointments into their short working week; this often involves them working longer hours at short notice.

2.61 Future Developments

2.62 Looking ahead there are other areas which do require some consideration and may be the subject of future reports to this Committee. For example:-

- English language speaking assessment as part of the application process
- Training for drivers and operators on recognising Child Sexual Exploitation (CSE)
- Exploration of emission controls limits as a requirement for taxis and private hire vehicles.

3. Conclusions

3.1 Taxi licensing is controlled and administered by a very small section that is able to provide good value by being productive and flexible despite the many challenges faced on a day to day basis.

(For information)

Background papers

Law Commission report on taxi licensing

Deregulation Act 2015

Immigration Act 2016

Policing and Crime Bill 2016

7. **DRAFT HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY AND GUIDANCE (ENVIRONMENTAL SERVICES)**

Synopsis of report:

This report introduces the draft taxi licensing policy which has been prepared for consultation.

Recommendations:

- (i) the draft taxi licensing policy, as attached at Appendix 'C', be approved for public consultation; and**
- (ii) the results of the consultation be brought back to this Committee for further discussion and approval on 15 November 2016 prior to adoption by the full Council on 8 December 2016.**

1. Context of report

- 1.1 Hackney carriages and private hire vehicles are an important part of local transport. They operate in highly regulated markets where safety and quality control are paramount. Licensing covers key areas such as the fitness of drivers, accessibility requirements, vehicle standards and taxi fare regulation.
- 1.2 Unlike other licensing regimes, there is no statutory requirement for local authorities to set hackney carriage and private hire policies. The Department for Transport's best practice guide does recommend that authorities adopt a policy as they are an integral part of the decision making process.
- 1.3 The guidance also states that "The aim of the local authority licensing of taxi and private hire trades is to protect the public. Local licensing authorities will also be aware that the public should have reasonable access to taxi and private hire services because of the part they play in local transport provision".
- 1.4 The purpose of the policy is to set out and inform the trade of the Council's requirements and allow the public to know what standards they can expect of the trade.
- 1.5 The Law Commission for England and Wales (an independent, non-governmental Body), began a review of hackney carriages and private hire regulation in September 2011 and produced a full report and draft Bill to the Government in May 2014. The report proposed national standards in relation to conditions and requirements. To date the Bill has not been considered, although several matters which were recommended by the Law Commission were included in the Deregulation Act 2015, in particular, cross border hiring.
- 1.6 It is not known whether the bill will progress through Parliament during the current term. It had been anticipated that this would occur over the previous two years but with no sign of any movement it is felt that Runnymede should now produce its own revised policy.
- 1.7 The Council has a number of existing conditions, bylaws and requirements in relation to taxi and private hire licensing. These have been agreed by Committees over the years and whilst readily available, they are not contained within the context of a policy in one formal document.

1.8 This draft policy brings together in one document the Council's policy standards, the current conditions, bylaws and requirements while at the same time updating and revising those which are out of date or have been shown to be ineffective.

2. Report

2.1 The draft policy contains substantial additions and revisions when compared to our existing conditions, bylaws and requirements. It has been constructed in a manner which best explains the reasoning behind the conditions and requirements of the Council.

2.2 Parts 1 to 9 contain information and policy standards.

2.3 Each part deals with a different subject; within these parts we provide detail and explanations for particular conditions and requirements contained in appendices A to K as shown below. The document begins with an index which allows easy access to the relevant part.

Part 1 Foreword.

Part 2 Introduction and scope of the policy.

Part 3 Licensing principles, objectives and considerations.

Part 4 General

Part 5 Driver licensing.

Part 6 Vehicle licensing

Part 7 Operator licensing

Part 8 Scheme of hackney carriage fares

Part 9 Taxi fees and charges

Appendix A Consultation

Appendix B Area profile

Appendix C Requirements for hackney carriage and private hire drivers

Appendix D Policy relating to the relevance of convictions

Appendix E Knowledge test policy

Appendix F Private hire drivers and vehicles -conditions and requirements

Appendix G Hackney carriage drivers and vehicles – conditions, requirements and bylaws

Appendix H Authorised plate designs

Appendix J Private hire vehicle plate exemptions

Appendix K Private hire operator's conditions

2.4 To assist Members in navigating the draft policy a list of the main amendments or new conditions and requirements contained within each part and its inclusion in the relevant appendix is shown below. The majority of these affect driver licensing and vehicle licensing.

2.5 The areas which have been amended have been marked in red within the appendices for comparison. New content is in blue and underlined, existing retained content in black and existing content which is to be removed in blue but struck through.

Part 5	Driver Licensing requirements	Appendix
	Removal of requirement to provide details of two persons who will provide a reference.	
5.18	Immigration checks - requirement for documents to enable immigration status checks to be made in order to comply with Immigration legislation.	C page 69

5.30	DBS certificate – on application no more than 3 calendar months must have passed since the DBS certificate was issued/dated.	C page 69
5.41	Requirement for certificates of good conduct to be authenticated by the relevant Embassy and no more than 3 calendar months must have passed since the certificate was issued/dated.	C page 69
5.46	Relevance of convictions and background information	D
5.49	An added drivers requirement is that an applicant must meet the requirements of the convictions policy	C page 71
5.67	Medical certificate - on application no more than 3 calendar months must have passed since the medical was carried out	C page 70
5.79	Driving licences which are accepted, no longer restricted to UK licence holders.	C page 70
5.85	DVLA records - on application no more than 3 calendar months must have passed since the DVLA record was dated	C page 70
5.118	Photographs for licences- only two photographs required and must be full face with no sunglasses, headgear, veil or similar except for religious or medical reasons	C page 71
5.119	Safeguarding training in relation to Child Sexual Exploitation (CSE).	C page 71
Part 5	Private Hire Drivers Licensing Conditions	
	Restriction on under 12's in front seats	F Page 88
	Removal of requirement to have a copy of the Council's conditions in the vehicle.	F Page 90
5.142	Requirement to disclose convictions/endorsements within 7 days	F page 90
5.153	Safeguarding training in relation to Child Sexual Exploitation (CSE).	F page 91
	Hackney Carriage Bylaws	
	Removal of references to key operated taximeters	G page 105
	Removal of bylaws regarding first aid kits and fire extinguishers (replaced with a licensing requirement)	G page 105
	Prohibition on changing tariff mid-hire	G page 106
	Seatbelts and the carriage of passengers	G page 107
5.153	Safeguarding training in relation to Child Sexual Exploitation (CSE)	G page 108

Part 6	Vehicle Licensing Requirements	
6.13	Out of area working by hackney carriages	
6.32	Addition of the acceptance of vehicles with smaller efficient engines.	F page 92 G page 109
	Removal of sun roof restriction	F page 92 G page 109
6.42	Restriction on the use of part worn tyres	F page 94 G page 111
6.46	Restrictions on the use of tinted windows	F page 94 G page 111
6.61	Specifications for fire extinguishers and first aid kits	F page 92/93 G page 110
6.68	Identification of private hire vehicles by the addition of 'pre booked only' signage on doors	F page 94
6.85	General environmental policy approach	
6.125	Vehicles will not be licensed if they have Mot advisories on steering, brakes, tyres or suspension	F page 92 G page 109
	Vehicle Licensing Conditions	
6.158	A condition to comply with vehicle requirements at all times	F page 95 G page 112
6.165	Restriction on dual plating of vehicles	F page 97 G page 113
6.171	Advertising on hackney carriages – clarification.	G page 113/114
6.182	Private hire vehicles must not display any roof mounted sign.	F page 97
6.183	Vehicle insurance requirements which provide indemnity cover for all passengers and drivers	F page 98 G page 115
6.227	Prohibition on the use of electronic cigarettes in vehicles	F page 98 G page 115
Part 7	Operators Conditions	
7.18(g) 7.28 7.51	Safeguarding training in relation to Child Sexual Exploitation (CSE).	K page 128

2.6 In addition to the above a number of areas require further clarification as follows:-

2.7 A requirement in the existing policy is for the applicant to provide two references. References are not an effective safeguard; we have no knowledge of their relationship with an applicant or their character. When references are requested they are invariably returned with the necessary endorsement. This is not considered to be a worthwhile exercise. If a driver is otherwise fit and proper and meets our requirements then they should be licensed.

2.8 Appendix D Policy relating to the relevance of convictions

2.9 The existing policy is replaced with a fuller comprehensive policy which details the Council's policy on licensing those with previous convictions, driving convictions, penalty points, non-conviction information, cautions, insurance offences and

offences against The Local Government Miscellaneous Provisions Act 1976 and The Town police clauses Act 1847.

2.10 Appendix E Knowledge Test Policy

2.11 This was recently revised so it remains unchanged apart from stating no cameras or recording devices are permitted during the test (page 84).

2.12 Appendix G Hackney Carriage Bylaws

2.13 These bylaws specifically cater for the regulation of taximeters. Members heard a report in March 2015 concerning the practice of changing tariffs mid-way through a journey and approved an amendment to the fare card prohibiting this practice. It makes good sense at this stage to include this as a new bylaw. This can be seen Appendix G page 106.

2.14 Other bylaw amendments would be the removal of out of date references to taxi meter keys and an amendment to the disposal of lost property, clarification of rules around the carrying of passengers and seatbelts to bring them into line with those of private hire vehicles and the introduction of CSE training.

3. **Policy framework implications**

3.1 The existing conditions, bylaws and requirements have been in place for many years and were in need of revision although those which are still relevant have been retained.

4. **Resource implications**

4.1 The process of developing and introducing any new policy is time consuming in terms of Officer time and the consultation process, although costs are recoverable through licensing fees.

5. **Legal implications**

5.1 The consultation period for the draft policy is not prescribed. However, Officers consider that a period of 12 weeks will give consultees the maximum opportunity to respond as well as time for the more hard to reach groups to be consulted.

5.2 The Council actively encourages feedback as part of the Transparency agenda. Therefore, the draft policy will be publicly available on the Council's website together with an interactive form for people to complete. The draft policy will also be publicised via social media and a press release issued.

6. **Other implications (where applicable)**

6.1 In keeping with the Council's Air Quality Action plan, consideration is being given to introducing vehicle emission standards. This is mentioned in the draft policy at 6.87.

6.2 This policy will be circulated as wide as possible with particular emphasis on gaining the views of the public who are the main users of these vehicles, this will include a web based online comments facility.

6.3 Consultation will also take place with those harder to reach groups who may be frequent users of taxis, such as those attending day centres.

6.4 A full list of consultees can be seen at Appendix 'A'.

- 6.5 The fact that there is a consultation taking place will also be announced on Runnymede's web and social media pages.

7. **Conclusions**

- 7.1 The draft policy gives the Council a broad framework of regulation with clear direction regarding the regulation of the trade. It is not considered by Officers to be onerous or inflexible. Most importantly it is the safety of the public which is the primary consideration and this should be at the forefront of the Council's Policy for regulating the hackney carriage and private hire trade.

(To resolve)

Background papers

Runnymede's existing taxi and private hire Bylaws, conditions and requirements.
Runnymede's Air Quality Action plan
Law Commission review into taxi licensing
Department for Transport best practice guide to taxi licensing

8. **EXCLUSION OF PRESS AND PUBLIC**

If Members are minded to consider any of the foregoing items in private, it is the

OFFICERS' RECOMMENDATION that -

the press and public be excluded from the meeting during discussion of the report(s) under Section 100A(4) of the Local Government Act 1972 on the grounds that the report(s) in question would be likely to involve disclosure of exempt information of the description specified in the relevant paragraphs of Part 1 of Schedule 12A of the Act.

(To resolve)

PART II

Matters involving Exempt or Confidential Information in respect of which reports have not been made available for public inspection.

a) Exempt Information

(No reports to be considered under this heading)

b) Confidential Information

(No reports to be considered under this heading)

Regulatory Committee

2 June 2016

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A	2016 Annual Report – Hackney Carriage and Private Hire Licensing - Fees	2
B	2016 Annual report – Hackney Carriage and Private Hire Licensing – Table of Fares	3
C	Draft Hackney Carriage and Private Hire Policy and Guidance	Numbered separately

Hackney Carriage/Private Hire fees - with effect from 1 April 2016

Vehicle applications	
Hackney Carriage Vehicle Licence	£ 270.00
Private Hire Vehicle Licence	£ 240.00
Temporary vehicle licence	
Temporary Hackney Carriage/Private Hire Vehicle Licence for 14 days (extendable to 28 days) when the licence is for a replacement vehicle provided by a specialist company while accident damage repair is being carried out on a currently licensed Hackney Carriage or Private Hire Vehicle	£ 165.00
Changes to licence	
Change of vehicle type during the licensing period (i.e. transfer to replacement vehicle for balance of licence period – existing plate must be returned)	£ 110.00
Change of vehicle licence during the licensing period (eg. from Private Hire to Hackney Carriage)	£ 105.00
Change of drivers licence during the licensing period (e.g. from Private Hire to Hackney Carriage)	£ 45.00
Drivers licence new applications	
Combined Hackney Carriage / Private Hire Drivers Licence	£ 420.00
Private Hire Drivers Licence	£ 420.00
Drivers licence renewals	
Combined Hackney Carriage / Private Hire Drivers Licence	£ 385.00
Private Hire Drivers Licence	£ 385.00
Private Hire Operator's Licence	
1 vehicle	£ 520.00
2-5 vehicles	£ 535.00
6-20 vehicles	£ 595.00
21-40 vehicles	£ 675.00
41-60 vehicles	£ 750.00
61-80 vehicles	£ 830.00
81-100 vehicles	£ 910.00
Pre application and other charges	
Failure to keep inspection appointment / comply with renewal procedures	£ 50.00
DVLA Disclosure fixed fee (£5) and processing charge	£ 13.00
Knowledge test, including re-takes.	£ 58.00
New drivers information pack	£ 25.00
Disclosure & Barring Service (DBS) fixed fee (£44) plus processing charge <i>(The Council's processing charge of £11 will not be charged for those who register With the DBS online service)</i>	£ 55.00

Any change of vehicle during the licensing period will be charged at the appropriate vehicle licence rate.

Credit will not be given for unexpired period of vehicle or drivers licences if the licence is surrendered.

Runnymede Borough Council, Civic Centre, Station Road, Addlestone, Surrey, KT15 2AH
Tel: 01932 425711 Fax: 01932 838384 www.runnymede.gov.uk

TABLE OF HACKNEY CARRIAGE FARES

With effect from 3 June 2014

Rate 1	<u>Daytime Rate</u> - hiring between 6 am & 10 pm (except where rates 2, 3, or 4 apply)
1 st mile set charge £3.80 2 nd mile £2.70 pro rata Then £2.20 per mile (20p increments)	Any distance not exceeding 1609m (1 mile approx.). If the distance exceeds 1609m but not 3217m, for each subsequent 119m (130yds) or part thereof. If the distance exceeds 3217m (approx. 2 miles) for each subsequent 146m (159yds) or part thereof.
<i>Waiting Time 20p</i>	For each period of 35.3 seconds or part thereof
Rate 2	<u>Sunday & Late Evening</u> - hiring on Sundays or between 10 pm and midnight from Mondays to Saturdays inclusive (except where rates 3 or 4 apply)
1.25 x Rate 1 Set charge min. £4.75 2 nd mile £3.37 pro rata Then £2.75 per mile (20p increments)	Any distance not exceeding 1609m (1 mile approx.). If the distance exceeds 1609m but not 3217m, for each subsequent 95m (103yds) or part thereof. If the distance exceeds 3217m (approx. 2 miles) for each subsequent 117m (127yds) or part thereof.
<i>Waiting Time 20p</i>	For each period of 28.2 seconds or part thereof
Rate 3	<u>Night & Holiday</u> - hiring between midnight and 6 am and Bank Holidays.
1.5 x Rate 1 Set charge min. £5.70 2 nd mile £4.05 pro rata Then £3.30 per mile (20p increments)	Also between 6 pm and midnight on Christmas Eve and New Years Eve (except where rate 4 applies). If the distance exceeds 1609m but not 3217m, for each subsequent 79m (86yds) or part thereof. If the distance exceeds 3217m (approx. 2 miles) for each subsequent 98m (107yds) or part thereof.
<i>Waiting Time 20p</i>	For each period of 23.5 seconds or part thereof
Rate 4	<u>Double Time Rate</u> – hiring on Christmas Day, Boxing Day & New Years Day (double rate 1) from:- Midnight on 24 Dec to midnight on 26 Dec and Midnight on 31 Dec to midnight on 1 st Jan.
2 x Rate 1 Set charge min. £7.60 2 nd mile £5.40 pro rata Then £4.40 per mile (40p increments)	If the distance exceeds 1609m but not 3217m, for each subsequent 119m (130yds) or part thereof. If the distance exceeds 3217m (approx. 2 miles) for each subsequent 146m (159yds) or part thereof.
<i>Waiting Time 40p</i>	For each period of 35.3 seconds or part thereof
Supplementary Charges	
30p	For each person in excess of two
30p	For each package, or article of luggage conveyed outside the passenger compartment.
30p	For each animal
Free of Charge	For each assistance dog (e.g. guide dogs & hearing dogs)
£50.00	Discretionary Soiling Charge

Important : If the journey takes the cab outside the Borough of Runnymede, the driver **MUST** still charge in accordance with the above scales unless he or she has agreed otherwise with the hirer **before the journey has started.**



HACKNEY CARRIAGE and PRIVATE HIRE
LICENSING POLICY and GUIDANCE

*Runnymede Borough Council Bylaws
Town Police Clauses Act 1847
Local Government (Miscellaneous Provisions) Act 1976 & Other Legislation*

DRAFT

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Glossary

DBS	Disclosure and Barring Service
DfT	Department for Transport
DSE	Data Subject Enquiry
DVLA	Driver and Vehicle Licensing Agency
DVSA	Driver and Vehicle Standards Agency
MOT	Ministry of Transport test
RBC	Runnymede Borough Council
UK	United Kingdom
CSE	Child sexual Exploitation
LGMPA 1976	Local Government (Miscellaneous Provisions) Act 1976 (part II)

PART 1

1. FOREWORD

- 1.0 We believe that taxis are an integral part of the public transportation system and a part of the infrastructure of our society. There are few people who have not used a taxi service for some purpose at some time, whether it is for business, domestic or social purposes.
- 1.1 Society takes the provision of such a service, whether private hire (PH) or hackney carriage (commonly referred to as taxis), largely for granted and expects that the journey will be without incident or concern. We believe that this is exactly as it should be and that taxi passengers simply want a reliable, efficient and effective service delivered in a safe and secure manner.
- 1.2 While we recognise that there are many hardworking licence holders, within the industry, who are rightly proud of the service they provide, any service to the public is a potential target for the less scrupulous in society. This may include those who might use their position to exploit the travelling public, for example by demanding more than the legal fare or to abuse them or their property (e.g. when carrying vulnerable individuals such as children or unaccompanied females).
- 1.3 In view of these concerns, we believe that the service of providing a driver and vehicle to convey persons from one place to another needs to be appropriately regulated to prevent the less than honest or able persons from undertaking such work, or, more appropriately to allow only those individuals and vehicles that are safe and suitable to undertake such work.
- 1.4 However, we also recognise that while licensing of the taxi trade seeks to protect the public from the unscrupulous, too restrictive an approach can work against the public interest. This can potentially create barriers of entry to the trade, restricting the supply of taxi services, and subsequently, having unintended safety implications (e.g. resulting in an insufficient number of taxis to ensure the vulnerable get home safely). We therefore want to ensure that each of our licensing requirements is suitably justified and proportionate to the risks we seek to address and that the costs incurred are commensurate to the benefits.
- 1.5 In summary, we want to ensure good business for all concerned by providing quality, timely and value for money taxi licensing and regulatory services that reasonably ensures the safety and protection of both the public and other road users and provides for a suitable, good quality and efficient public transportation service for all. This document sets out how we intend to do this within the existing legislative framework and other constraints.
- 1.6 Hackney and private hire drivers/vehicles licenced with other authorities may also be working in Runnymede. This policy will only apply to those drivers, vehicles and operators who are licenced by Runnymede Borough Council.

PART 2

2. INTRODUCTION & SCOPE

2.1. Summary

2.2. This document sets out Runnymede Borough Council's (RBC) taxi licensing policy in recognition of its role and functions as the relevant licensing authority for hackney carriage and private hire vehicles, drivers and operators.

2.3. In preparing this document, we have considered various guidance documents, case law, and have consulted with and considered the responses made by the individuals, agencies and organisations set out in **Appendix A**.

2.4. Background

2.5. The Town Police Clauses Act 1847 and the LGMPA 1976 part II part II (LGMPA1976), together with a variety of other statutes provide the legislative framework throughout England & Wales (excluding London) for regulating the provision and activities of hackney carriages and private hire vehicles, (commonly referred to as 'taxis').

2.6. Under LGPMA 1976, RBC along with other authorities is responsible for the licensing of hackney carriages and/or private hire vehicles, their drivers and operators. We are also responsible for a range of other taxi-related matters, for example hackney carriage fares.

2.7. Status

2.8. This document sets out the policies and arrangements the licensing authority will normally apply and consider in carrying out its taxi licensing functions and responsibilities. This document will therefore be used to inform and direct our decision making, particularly when making decisions on relevant licence applications, other authorisations and/or exemptions. It acts as a guide to the considerations and standards to be applied in our licensing work together with the roles and responsibilities of those to whom it applies.

2.9. This document is not intended to be a full and/or authoritative statement of the law or its associated guidance and does not in any way constitute legal advice. The relevant statutory provisions together with any subordinate legislation will take precedence.

2.10. Applicability

2.11. This document applies to the functions of RBC as a licensing authority under the various taxi-related statutes and to related activities within the Borough as defined in **Appendix B**.

2.12. Disclaimer

2.13. Please note that every effort has been made to ensure that the information in these pages is correct at the time of writing. Changes in the law will take precedence and will be incorporated when this policy is next reviewed. Policies may change and/or be adopted in the meantime.

PART 3

3. LICENSING PRINCIPLES, OBJECTIVES & GENERAL CONSIDERATIONS

3.1. GENERAL

3.2. A number of authorisations and administrative procedures may be sought, held or applied for under the various statutory provisions. The policies and considerations to be applied will generally depend on the nature of the authorisation sought / held and/or the circumstances of the case.

3.3. General application of policies, objectives and considerations

3.4. Paragraphs 3.7 to 3.27 and Part 4 are of general applicability and will normally be used for any function of the licensing authority.

3.5. Guidance, policies and considerations for specific authorisations

3.6. The sections set out below will normally be used for the specific licensing regime to which it refers.

Driver Licensing	Part 5	Pages 17 - 32
Vehicle Licensing	Part 6	Pages 33 - 55
Operator Licensing	Part 7	Pages 56 - 61

3.7. FUNDAMENTAL PRINCIPLES & OBJECTIVES

3.8. Licensing objectives

3.9. We will aim to regulate taxi-related activities in the public interest and will, where appropriate, seek to enable good business for all concerned. We will endeavour to do this by providing quality, timely and value for money taxi licensing and regulatory services that reasonably ensure –

- (a) the safety and protection of both the travelling public and other road users; and
- (b) The provision of a suitable and efficient public transportation service for all.

3.10. Other general principles

3.11. Where appropriate, the licensing authority will –

- (a) be objective;
- (b) consider any matter on its own individual merits; and
- (c) consider any impact on the licensing objectives.

3.12. Licensing policy and guidance

3.13. In exercising its functions, the licensing authority will, where appropriate, have regard to –

- (a) this taxi licensing policy;
- (b) any guidance issued by or on behalf of the relevant Secretary of State (e.g. Department for Transport, Home Office).
- (c) guidance issued by the Local Government Association (LGA); and
- (d) Any new legislation and relevant case law.

3.14. Integration of policies, strategies and objectives

3.15. The licensing authority may, where it is entitled to do so have consideration for the aims, objectives and findings of any published government strategies and plans which relate to its licensing objectives.

3.16. For these purposes, government strategies and plans are taken to mean those prepared and published by or on behalf of HM Government, RBC and / or any other statutory authority with responsibilities within the area concerned.

3.17. Departure from guidance and policy

3.18. The licensing authority may, where it is entitled to do so, use its discretion to depart from this policy and any other guidance where it considers it appropriate to do so and, in such cases, will give clear reasons.

3.19. DUPLICATION & OTHER RELEVANT LEGISLATION

3.20. General expectation of compliance

3.21. The licensing authority expects those to whom it has granted any authorisation to fully comply with all other relevant legislation (e.g. Health & Safety) applicable to their premises, vehicle and/or their activities. The licensing authority will, subject to circumstances, seek to avoid duplication with other regulatory regimes in delivery of its functions.

3.22. Other authorisations and permissions

3.23. The licensing authority expects those providing licensable activities to ensure that they have obtained all necessary permissions before proceeding e.g. landowner permission, permits etc. A licence to provide, drive or operate a hackney carriage and/or private hire vehicle does not, and shall not be taken to give or imply approval for any other activity regulated by this or any other authority. Prospective applicants are advised to check to ensure that their proposals / arrangements are suitably authorised in all respects.

3.24. Planning permission and building control requirements

3.25. The licensing authority notes that the use of premises (e.g. for the operation of private hire vehicles) may be subject to control by the local Planning Authority and that such uses may require planning permission or must otherwise be lawful under planning legislation. Planning permission is usually required for new premises and/or

a change of use of premises while building control approval is often required for structural alterations.

- 3.27. While relevant applications (e.g. for an operator's licence) may be made pending any necessary planning permission, the licensing authority expects these normally to be made by businesses with planning consent for the property and uses concerned. However, the licensing authority would impress that planning, building control and licensing are separate legislative regimes that involve consideration of different (though often related) matters. In view of this, and so as to ensure a clear separation of planning and licensing systems, licensing applications will, in all cases, be considered wholly independently of planning applications. However, so as to ensure compliance with the law, the licensing authority will, where appropriate, advise the local Planning authority of receipt of any relevant premises-based application.

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PART 4

4. GENERAL ADMINISTRATIVE ISSUES

4.1. APPLICATIONS & NOTICES

4.2. Equality of opportunity

4.3. Subject to the requirements of the relevant statutory provisions, nothing in this taxi licensing policy shall override or undermine the right of any individual or business –

(a) to apply for one or more of the authorisations and/or exemptions provided for and, where appropriate, to have that application considered on its individual merits;

(b) who is aggrieved by the decision of the licensing authority to appeal against that decision to the Courts where provision has been made for them to do so.

4.4. SUBMISSION OF APPLICATIONS AND NOTICES

4.5. All applications and notices must be made to the licensing authority detailed below –

The Licensing Authority
Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey
Email: licensing@runnymede.gov.uk
KT15 2AH
Telephone: 01932 838383
Website: www.runnymede.gov.uk

4.6. Validity of applications or notices

4.7. The licensing authority will, normally, only accept and, where appropriate, process applications and notices that fully comply with all relevant requirements and eligibility criteria. Applications and/or notices will normally be treated as being invalid where they fail to comply with all relevant requirements.

4.8. The licensing authority will normally refuse an application where the applicant fails to supply required information without reasonable cause or otherwise within any reasonable timescale we may specify.

4.9. Safeguarding against fraud

4.10. So that it can satisfy itself against forgeries and the potential for fraud, the licensing authority will normally require all submissions to be original documents. Photocopies, scans and similar will **not** normally be accepted.

4.11. We will treat any document as being invalid where we suspect it may have been forged, improperly altered or tampered with. Any Documents which are produced and have been forged / altered or tampered with in any other way with intent to deceive Council staff will result in the application being refused and no further applications being accepted from that individual.

4.12. Where appropriate, and for the reasons given above, individuals who have changed their name for any reason at any time must also provide supporting documents giving effect to their change of name (e.g. marriage certificate, deed poll, divorce papers etc.).

4.13. Renewal and lapse of existing licences

4.14. To assist licence holders, the licensing authority will endeavour to remind licence holders of the pending expiry of any licence they hold. However, it asserts that it remains the responsibility of each licence holder to re-apply for all appropriate licences, other necessary documentation and/or permissions etc. in advance of expiry. The fact that no reminder letter for any documentation has been received is not a reason to excuse late submissions.

4.15. Licence holders who allow their licence to expire will be unlicensed and therefore not authorised to act or otherwise provide the activities for which the licence was originally required. For this reason, applications for renewal which are made after the date of expiry of any (pre)existing licence will normally be treated as being invalid/void and, where appropriate, individuals will normally be required to make a new application in full as though applying for the first time. It is therefore in each licence holder's interest to ensure that any application for renewal is made in full and in good time. To be treated as a valid application for renewal, (where required) it must be the case that the applicants DBS, certified medical certificate and DVLA check meets the licensing authority's requirements.

4.16. In the event of any driver allowing their licence to expire and within one month of the expiry date submits a new application, the authority will not require that the driver resits a knowledge test and the DVSA test provided that they can supply evidence of having passed these tests. Likewise they will not have to supply a new medical/DBS/DVLA mandate providing the existing documents meet the Councils requirements. The expiry dates of these existing documents will remain as they would, had the licence not expired

4.17. Disclaimer

4.18. The licensing authority accepts no liability for rejection, loss or delays incurred due to late submission, the submission of documents of questionable validity or the submission of an incomplete application.

4.19. USE & EXCHANGE OF INFORMATION

4.20. Data protection and exchange of information

4.21. The licensing authority will comply with the Data Protection Act 1998 but may use personal information about individuals to process applications for a licence and maintain the RBC's customer records, to carry out its licensing functions including correspondence and enforcement and/or to prevent or detect crime. For these purposes it may share personal information with, and obtain information from, other parts of RBC or outside organisations.

4.22. The licensing authority may disclose all such information to its agents, service providers and other RBC departments.

4.23. Individuals on whom we hold information have the right to ask for a copy of the information in order to correct any inaccuracies. We may charge a fee for this work.

4.24. By submitting an application or notice all individuals consent to the licensing authority using and processing sensitive and / or personal data about them where this is necessary.

4.25. Confidential information

4.26. The licensing authority recognises that it is subject to legal restrictions on confidentiality of certain information it requires and holds in order to determine applications for, and/or to supervise, the various licences it issues (e.g. medical data, criminal conviction and similar background disclosures).

4.27. In exercise of its duties, the licensing authority will only disclose such information, as may be necessary, to those involved in the determination of relevant applications in accordance with the RBC's Constitution and Scheme of Delegation (see paragraph 4.37). The licensing authority will not divulge such information to any third party otherwise than where it is required to do so by law.

4.28. Storage and use of confidential information

4.29. Confidential information will be reviewed in accordance with RBC's document retention and disposal policy. It will not be retained any longer than necessary:-

- (a) beyond the term and duration of the licence for which it was required; or
- (b) where appropriate, until it is replaced by more up-to-date information.

4.30. Change of details, name or address

4.31. To allow communications and ensure that authorisations remain valid, licence holders must inform the licensing authority within 7 days of any change of name, address or contact details. Where appropriate the licensing authority may check any change of details and require suitable proof of identity and evidence of the change(s) made.

4.32. As the licensing authority may have urgent cause to contact licence holders in circumstances and situations that may affect public safety or protection (e.g. vehicle safety recalls, missing person enquiries etc.), the licensing authority will take a serious view of any individual who fails to advise it of any relevant change in details.

4.33. PUBLIC REGISTER & PROVISION OF INFORMATION

4.34. Public registers

4.35. The licensing authority maintains a public register of the authorisations that it issues, together with other information.

4.36. The public register is available on RBC's website

<https://www.runnymede.gov.uk/article/4458/Search?q=public+register&go=Go>

4.37. DELEGATION OF FUNCTIONS

4.38. In the interests of speed and efficiency the licensing authority will, where possible, delegate licensing decisions and functions to officers.

4.39. Where the issue to be decided is in any way controversial then it may be referred to and decided by the Regulatory Committee. Within these general constraints,

functions, responsibilities and access to confidential information will be delegated in accordance with the RBC's scheme of delegation.

4.40. CONDITIONS

4.41. Conditions include any terms, limitations or restrictions attached to a relevant authorisation and are essentially the steps a licence holder will be required to take or refrain from taking whenever acting in the capacity of a licensed driver, operator and/or when using or otherwise providing a licensed vehicle.

4.42. General principles on the imposition of conditions

4.43. The licensing authority will, where it is entitled to do so, normally impose conditions only in respect of matters that are within the control of the applicant and/or the holders of relevant authorisations.

4.44. The licensing authority will seek to avoid disproportionate and/or over burdensome conditions wherever reasonably practicable and will, where it is entitled to do so, normally seek to ensure that conditions –

- (a) are only imposed where legal authority exists to do so;
- (b) are reasonable;
- (c) are proportionate to any risks/problems identified;
- (d) directly relate to any harms being addressed;
- (e) are consistent in the circumstances;
- (f) are capable of being complied with by the relevant licence holder; and
- (g) do not unjustifiably duplicate the requirements of other legislation.

4.45. Where a non-standard condition is to be added to a relevant authorisation, the licensing authority will, where it is entitled to do so, normally seek to –

- (a) consider whether alternative means are available to address the risks/problems identified; and
- (b) give reasons for imposing the conditions/restrictions where appropriate.

4.46. The licensing authority will, where entitled to do so, normally impose conditions that are clear, unambiguous, coherent and enforceable.

4.47. Avoidance of conflicting conditions

4.48. So far as is reasonably practicable, the licensing authority will ensure, where it is entitled to do so, that no conditions are imposed on relevant authorisations that conflict with any other conditions.

4.49. Duplication with other statutory provisions

4.50. The licensing authority expects holders of relevant authorisations, their premises and business activities to comply with all other relevant legislative requirements (e.g. Health and Safety at Work etc. Act 1974). The licensing authority will therefore,

normally avoid the imposition of conditions that duplicate other regulatory requirements, unless -

- (a) other legislation does not adequately or specifically address the issues concerned; or
- (b) other legislation does not cover the unique circumstances that arise in connection with the particular activities and/or specific premises concerned; or
- (c) it is appropriate in the circumstances to take steps to promote the licensing objectives.

4.51. Enforcement of conditions and rights of appeal

- 4.52. Failure to comply with any condition attached to a relevant authorisation can be both a criminal offence and/or provide reasonable cause to suspend, revoke or refuse to renew relevant licences. As such, all parties will be informed of any statutory rights of appeal against the imposition of conditions, where provision has been made to do so.

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PART 5

5. DRIVER LICENSING

5.1. GENERAL

5.2. This policy document applies to individuals who seek or are otherwise entitled to drive a hackney carriage and/or private hire vehicle.

5.3. Driver licensing

5.4. It is the view of the licensing authority that driver licences issued in respect of a hackney carriage will also give them licence to drive a private hire vehicle.

5.5. Parallel procedures

5.6. The statutory and practical criteria and qualifications necessary to obtain a private hire driver's licence are, subject to certain exceptions, similar to those necessary to obtain a hackney carriage driver's licence (whether on first-time grant or renewal). Unless otherwise stated, this section therefore applies equally to both private hire and/or hackney carriage drivers.

5.7. The term and duration of driver licences

5.8. In accordance with section 53 of the LGMP 1976 part II, the licensing authority will normally grant or renew a hackney carriage and/or private hire driver's licence for a period of three years. However, the licensing authority may grant driver licences of shorter duration where it considers this to be appropriate in the circumstances of the case.

5.9. Shorter durations will only be granted on a case by case basis where there is an appropriate and justifiable reason to do so.

5.10. FIT AND PROPER PERSON

5.11. Sections 51 and 59 of the LGMPA 1976 part II state that the licensing authority cannot grant a licence to drive a hackney carriage and/or private hire vehicle unless satisfied that the applicant is a 'fit and proper person' to hold such a driver's licence.

5.12. As the term 'fit and proper person' is not defined in law, the licensing authority will, where appropriate, seek to ensure that applicants and existing licence holders are both safe and suitable on demonstration that they are, and continue to be -

- (a) fit (mentally and physically) and in such condition as to be capable of driving and performing the duties of a licensed hackney carriage and/or private hire driver;
- (b) of suitable background, character and integrity (including being suitably professional, responsible, reliable, sober, honest, trustworthy, civil, decent, courteous and respectable in both manner and appearance);
- (c) of suitable knowledge, experience and skills to drive and/or perform the duties of a licensed hackney carriage and/or private hire driver;

- (d) entitled and, where appropriate, authorised to live, work and/or drive and perform the duties of a licensed hackney carriage and/or private hire driver in the UK; and
- (e) suitably insured to drive and perform the duties of a licensed hackney carriage and/or private hire driver in the UK.

5.13. General requirements

5.14. Section 57 of the LGMPA 1976 part II allows the licensing authority to require such information as may reasonably be considered necessary to determine whether a hackney carriage or private hire driver's licence should be granted and whether conditions should be attached.

5.15. Along with the requirement to satisfy a person's fit and proper status (under S51 and S59) the Council will, where appropriate, require applicants and existing licence holders to provide and/or facilitate the information contained within **Appendix C**.

5.16. Standards and Relevance of Fitness & General Requirements

5.17. While the policies, standards and considerations applicable to each of the general requirements in **Appendix C** are set out below, these matters should not be seen as a comprehensive checklist or, in any way, be regarded as standards to be automatically applied in all cases. Where appropriate, the licensing authority may require additional information, documents, or other certifications it reasonably considers necessary to enable it to determine whether a licence should be granted and, where appropriate, if conditions should be attached to any such licence. In all cases, the costs of any requirements must be met by the applicant.

5.18. Immigration and asylum status and/or entitlements

5.19. By way of compliance with Immigration & Asylum legislation, it is the policy of the licensing authority to check an individual's immigration and asylum status; together with an individual's right to live and/or work in the UK.

5.20. To check these matters, the licensing authority will normally require applicants to provide suitable and sufficient documents as proof of identity and the right to live and work in the UK. Birth certificates and passports (if held) will be required in all cases. The licensing authority will normally follow and apply the extant Home Office (and Border Agency) guidelines for the prevention of illegal working in the UK (or suitable equivalent).

5.21. Where appropriate, the licensing authority may check with, and/or refer any concerns about an individual's immigration and asylum status or their right to live and/or work in the UK to the relevant Government departments.

5.22. Relevance of immigration and asylum status to driver licences

5.23. As it will otherwise be unable to satisfy itself of the applicant's propriety, the licensing authority will normally refuse any application for a hackney carriage and/or private hire driver's licence where the applicant fails to provide or otherwise obtain suitable and sufficient evidence of identity and/or the right to live and work in the UK.

5.24. Where appropriate, the licensing authority will normally grant licences in accordance with any work permit(s) and/or restrictions and may, where it is entitled to do so, impose associated conditions and/or restrictions on the term, duration, nature and extent of any licence accordingly.

5.25. CRIMINAL RECORDS & SIMILAR BACKGROUND CHECKS

5.26. As hackney carriage and/or private hire driver's work closely with all sections of society, including children and the vulnerable, the licensing authority believes that criminal record and similar background checks are particularly important safety measures in assessing the suitability of applicants for driver licensing purposes.

5.27. DBS mandate & disclosure requirements

5.28. To assist it in the determination of 'propriety', it is the policy of the licensing authority that all applicants should submit a mandate; together with such documents as provide suitable proof of identity, to allow the licensing authority to obtain a suitable disclosure and barring service (DBS) disclosure.

5.29. In recognition of the different levels of disclosure offered by the DBS and of the importance of obtaining all relevant information necessary to ensure public safety, it is the policy of the licensing authority to require and accept only 'enhanced' DBS disclosures.

5.30. The applicant must supply an enhanced DBS certificate to the licensing authority on initial application for a Hackney Carriage or Private Hire Vehicle licence and thereafter, every three years from the grant of the initial licence. The DBS certificate must have been issued/dated no more than 3 calendar months prior to the application being submitted.

5.31. The Licensing authority strongly recommends that all current and new drivers register with the DBS online update service to reduce delays and administration costs. For new applicants who have joined the DBS update service then certificates older than three months can be accepted if accompanied with authorisation mandate for the licensing authority to carry out an online check.

5.32. Those drivers who continue to use the paper driven DBS service face particular problems with delays and incorrectly completed forms. The licensing authority recognises that significant delays do occur which are no fault of the driver and as such will make allowances for this by adopting a pragmatic approach to each individuals situation. Consideration will be given to allowing for a period of time between the expiry of a previous DBS check and receipt of a new DBS certificate. Failure or refusal to provide enhanced DBS certificates or mandates by the required date shall result in consideration of refusal of an application or suspension of a Hackney Carriage / Private Hire driver's licence.

5.33. Obtaining a DBS disclosure

5.34. For reasons of data protection and compliance with the registration requirements of the DBS the licensing authority will only accept DBS disclosures that

- (a) have been applied for through RBC (being an approved/registered body with the DBS to apply for such disclosures); and
- (b) have been applied for the specific purposes of obtaining (whether on grant or renewal) a hackney carriage and/or private hire driver's licence; and
- (c) have been applied for in accordance with the extant DBS identification checking guidelines (or equivalent) ; or

- (d) have been obtained using the DBS Update facility providing the applicant has given written authority to RBC to check their online DBS disclosure

5.35. For the reasons detailed above, the licensing authority will not accept disclosures, copies or summaries of disclosures obtained by, for or on behalf of a third party. This shall apply regardless of whether a DBS disclosure certificate can be supplied directly by the applicant or otherwise from the third party concerned. NB: A third party non-refundable fee is payable for the DBS disclosure service.

5.36. Additional DBS requirements and relevance

5.37. On occasion, additional checks on the applicant's identity (including external validation and/or physical checks (e.g. fingerprints)) may be required by the DBS before a disclosure can be issued. The licensing authority will not grant a hackney carriage and/or private hire driver's licence to any applicant that fails to comply with any additional requirements of the DBS (to their satisfaction) or otherwise fails (for whatever reason) to provide any necessary information to enable the requisite disclosure to be issued. NB: A non-refundable third party fee may be payable for additional checks and/or external verification.

5.38. Certificate(s) of Good Conduct

5.39. The licensing authority recognises that a DBS disclosure will only give background details of any convictions, cautions etc. that were effected in the UK. It is therefore the policy of the licensing authority to require, where appropriate, a certificate of good conduct or suitable equivalent DBS document from any applicant who is currently **or** has been resident in any country (other than the UK) during the last 5 years.

5.40. For the purposes of this general policy requirement, the licensing authority will normally -

- (a) interpret the term 'resident in any country' in its widest possible meaning and to include any period other than work deployments or holidays of less than 6 months duration or any period of service in HM armed forces.
- (b) a suitable DBS equivalent or where unavailable a certificate of good conduct or evidence of such to be provided in respect of each country in which the applicant may have previously lived.

NB: The licensing authority notes that different countries and jurisdictions may recognise and use a different minimum age of criminal liability. Where appropriate, a statement of good conduct or equivalent DBS document must reflect the relevant minimum age of criminal liability for the country concerned.

Contact details for foreign Embassies can be found on the Home Office website

<https://www.gov.uk/government/publications/criminal-records-checks-for-overseas-applicants>

5.41. Additional requirements.

5.42. To ensure authenticity, currency and efficiency of use, the licensing authority requires that certificates of good conduct (or suitable DBS equivalent) be -

- (a) translated and submitted in written English;

- (b) authenticated/certified as a true and accurate record by the relevant Embassy; and
- (c) no more than 3 calendar months must have passed since the certificate was issued/dated or within a period otherwise considered appropriate in the circumstances.

5.43. Relevance of certificates of good conduct

5.44. As it will otherwise be unable to satisfy itself of the applicant's propriety, the licensing authority will normally refuse any application for a hackney carriage and/or private hire driver's licence where the applicant fails to provide or obtain suitable and sufficient certificates of good conduct where these may be appropriate.

5.45. However, the licensing authority recognises that not all states or provinces can provide for certificates of good conduct. Therefore, in genuinely exceptional circumstances, the licensing authority may require alternative documentation (i.e. suitable equivalent documents) and/or seek to undertake alternative investigation of the propriety of the applicant.

5.46. Relevance of convictions etc. & background information

5.47. The Council will, in considering an individual's criminal record, consider each case on its merits, but will take a particularly serious view of any offences involving violence, especially sexual elements. This Council has a clear policy for the consideration of criminal records. For example, the number of years required to have elapsed since the commission of particular kinds of offences before a licence will be granted.

5.48. In relation to the consideration of convictions and cautions recorded against persons, RBC has adopted the policy set out in **Appendix D**.

5.49. In assessing whether the applicant is a fit and proper person to hold a licence, the Council will consider each case on its merits. It will take account of cautions and convictions, but only in so far as they are relevant to an application for a licence. Upon receipt of a disclosure from the Disclosure and Barring Service, a Licensing Officer will assess whether any or all of the convictions are capable of having relevance to the issue of whether or not the applicant is a fit and proper person to hold a licence.

5.50. In relation to previous convictions, the licensing authority will have regard to the following:

- The class of the offences;
- The age of the offences;
- The age of the applicant at the date of the offence
- The apparent seriousness, as gauged by the penalty.

5.51. Guidance in relation to specific offences, along with a summary of the principles is given in **Appendix D**. In general terms, the more recent, serious and relevant to public safety the offence is, the less likely it is that an application will be granted.

5.52. Applications will be referred to the RBC's Regulatory Committee when it is considered appropriate to do so.

5.53. Previous Application / Licensed Taxi Driver History

5.54. In recognition that applicants may previously have applied for and/or held licences that may have been refused, suspended and/or revoked by other authorities, the licensing authority requires all applicants to declare -

- (a) whether or not any such applications have previously been made to any other licensing authority, the date of any such application, together with details of (i.e. the reasons for) the outcome; and/or
- (b) whether or not any such licences have previously been held with any other licensing authority, the dates any such licences were held, together with the details of any actions that resulted in suspension, revocation and/or the refusal to renew any such licence.

5.55. Where appropriate, the licensing authority will check the status and outcome of any other applications made to and/or licences held with other authorities together with the reasons for any actions that may have been taken in connection with them.

5.56. RELEVANT MEDICAL STANDARDS

5.57. As recommended best practice by the Department for Transport (DfT), the licensing authority will normally consider and determine medical and physical fitness standards to drive a hackney carriage and/or private hire vehicle by reference to the extant Group 2 standards of medical fitness applied by the DVLA.

5.58. General frequency of medical checks

5.59. To ensure currency and relevance the licensing authority will normally require applicants to submit a suitable medical report which is dated no more than three months prior to the initial application and then every five years from the date the licence was initially granted.

5.60. However, in order to protect the safety of those using licensed vehicles and/or those who may otherwise be put at risk by unfit drivers (e.g. other road users etc.), the licensing authority considers it legitimate and proportionate to require more frequent and/or additional medical assessments in the following circumstances. Where appropriate, the costs of any additional requirements shall be met by the applicant.

5.61. Age-related frequency of medical checks

5.62. In recognition that physical deterioration and medical conditions generally become more prevalent with age, following the 60th birthday of any applicant the licensing authority will normally require an annual medical examination every year from the date the licence was initially granted. This generally follows Group 2 medical standards

5.63. Diabetes-related frequency of medical checks

5.64. If the applicant has insulin treated diabetes, DVLA group 2 C1 standards will apply.

5.65. Obtaining a medical report

5.66. To ensure, so far as is reasonably practicable, consideration of medical standards against all relevant histories and records, the licensing authority will normally require production of a medical report signed by their own general practitioner (GP) or a GP

with access to the applicants medical records to the effect that the applicant is physically fit to DVLA group two standards. So as to ensure a suitable degree of impartiality, any specialised medical reports / information required by the licensing authority must be completed or provided by an independent specialist consultant in the field concerned. Third party non-refundable fees may be payable for these services and must be met by the applicant.

5.67. To ensure authenticity and currency the licensing authority will in all cases require that medical reports be -

- (a) completed on the prescribed Runnymede Medical report form
- (b) completed / submitted in written English
- (c) authenticated by and/or bear the stamp of the relevant surgery; and
- (d) on application no more than 3 calendar months must have passed since the medical was carried out

5.68. Other medical check requirements

5.69. The licensing authority also notes that some disabilities may be incompatible with the ability to drive and/or perform the duties of a licensed hackney carriage and/or private hire driver (e.g. (un)loading of luggage, carriage of passengers in wheelchairs etc.).

5.70. Where appropriate, an applicant or licensed driver who has, or develops, a disability or condition (cognitive or physical) that affects their ability to drive and/or perform the duties of a licensed driver may also be required to be medically assessed at an approved assessment centre. This accords with the Group 2 medical standards which lists the approved assessment / mobility centres concerned.

NB: This specialist report must be provided in addition to the general medical report.

5.71. Relevance of medical reports

5.72. Where appropriate, the licensing authority will normally refuse applications (whether on grant or renewal) from any applicant who does not meet the given medical standards and/or otherwise fails to provide any relevant information or attend any review on request. Similarly, the licensing authority may suspend and/or revoke an existing hackney carriage and/or private hire driver's licence where appropriate or where reports are not produced when due.

5.73. Medical exemptions

5.74. The regulations governing the carriage of disabled persons and any exemptions are contained in the Equality Act 2010 section 160 – 173. The licensing authority recognises that some medical conditions can be made worse by the nature and type of work an individual performs, and that some conditions may prevent certain types of activity. For this purpose, the licensing authority will normally allow the following exemptions from the normal duties of a licensed hackney carriage and/or private hire driver where satisfied that there are good medical reasons to do so.

5.75. Exemption from the carriage of assistance dogs - may be permitted where the licensing authority is satisfied that it is appropriate to do so on medical grounds, for example, a condition such as severe asthma or allergy, which is aggravated by contact or exposure to dogs.

5.76. **Exemptions from the carriage of luggage and/or handling of wheelchair users** – may be permitted where the licensing authority is satisfied that it is appropriate to do so on medical grounds, for example musculoskeletal pain which is aggravated by the carriage and/or manual handling of heavy loads.

5.77. To ensure transparency and fairness, the licensing authority will normally grant an exemption certificate where the applicant driver can provide suitable medical evidence (at their own expense).

5.78. **Appeals** - A person who is aggrieved by the refusal of a licensing authority in England and Wales to issue an exemption certificate under section 166, 169 or 171 of the Equality Act 2010 may appeal to a Magistrates' Court before the end of the period of 28 days beginning with the date of the refusal.(see page 71)

5.79. **DRIVING LICENCE**

5.80. RBC's policy is that persons must have held a full driving licence for 2 years on application and have reached the age of 21 years. The licensing authority will normally require and accept one of the following licences which shows the applicant is entitled to drive the vehicle(s) they intend to drive (i.e. they possess the correct category entitlement(s); namely -

- (a) a UK licence granted under part III of the Road Traffic Act 1988 authorising them to drive a motor car.
- (b) a valid ordinary driving licence issued by Northern Ireland, the European Economic Area states and subsequent accession States to the European Union; or
- (c) a valid 'exchangeable' ordinary licence as defined in the Road Traffic Act 1988 (or suitable equivalent).

Note :- (b) and (c) will only be acceptable where the equivalent of DVLA records can be accessed

5.81. **Other driving licence requirements** – DVLA mandate for Data Subject Enquiry (DSE) disclosure

5.82. The licensing authority is aware that paper driving licences and photo cards can be unreliable guides to an individual's eligibility to drive. For example –

- (a) failure to submit a driving licence to the DVLA to record any endorsements may result in automatic revocation of the licence; rendering the driver, often unknowingly, unlicensed and uninsured.

5.83. In view of the above, the licensing authority will normally require all applicants to submit –

- (a) their original driving licence, this must be up-to-date and bear the current address of the applicant where (s)he is ordinarily resident in the UK and a current valid DVLA check code obtained from the online DVLA Shared Driving Licence service to allow the licensing authority to check the applicants driving record.
- (b) a suitable mandate that allows the licensing authority to obtain their full driving licence records held by the DVLA (also called 'Data Subject Enquiry' (DSE)). A third party non-refundable fee may be payable for this service.

5.84. Obtaining DVLA records

5.85. For reasons of data protection, compliance with the registration requirements of the DVLA and control of the information subsequently disclosed, the licensing authority will normally accept DSE disclosures that -

- (a) have only been applied for through RBC (being an approved / registered body with the DVLA to apply for such records); and
- (b) have only been applied for the specific purposes of obtaining (whether on grant or renewal) a hackney carriage and/or private hire driver's licence
- (c) on application no more than 3 calendar months must have passed since the DVLA record was dated.

5.86. For the reasons detailed above, the licensing authority will not normally accept copies or summaries of disclosures obtained by, for or on behalf of a third party regardless of whether a DSE disclosure can be supplied directly by the applicant.

5.87. Frequency of DVLA checks

- 5.88. (a) On initial grant and thereafter, every 3 years (to coincide with a renewal application). A suitable mandate that allows the licensing authority to obtain their full driving licence records held by the DVLA (also-called 'Data Subject Enquiry' (DSE)). A third party non-refundable fee may be payable for this service.
- (b) For those drivers who are licenced for 3 years a current valid DVLA check code obtained by the driver from the online DVLA Shared Driving Licence service to allow the Council to check the applicants driving record. This will be required on a date 1 year and 2 years respectively from the date of issue of the licence.
- (c) For those drivers who are licenced for less than 3 years a current valid DVLA check code obtained by the driver from the online DVLA Shared Driving Licence service to allow the Council check the applicants driving record. This will be required yearly on the anniversary of the date the licence was issued or on renewal of the licence (whichever is less)

5.88. Additional DSE disclosure requirements

5.89. As endorsements, disqualifications and penalties may be applied at any time during the term of a licence, the licensing authority may require additional DSE checks to be undertaken at any time it is considered necessary in the circumstances.

5.90. Relevance of driving licence and DVLA mandate

5.91. As it will be unable to satisfy itself of their authorisation to drive, the licensing authority will not grant a hackney carriage and/or private hire driver's licence to any applicant that fails to provide –

- (a) a valid driving licence and a check code to allow the Council check the applicants driving record using the DVLA Shared Driving Licence service
- (b) any necessary information to enable a DSE disclosure to be issued.

5.92. With reference to any DSE disclosure, the licensing authority will normally determine the relevance of any penalty points, endorsements and disqualifications etc. and any other information it receives with reference to the policies and general guidelines set out at **Appendix D**.

5.94. Suitable & Sufficient Knowledge, Skills & Experience

5.95. The licensing authority believes that the general role and responsibilities of a hackney carriage and/or private hire driver demands high standards in driving and customer service. It also believes that such competencies can impact on both public safety, comfort and passenger experience; particularly for the vulnerable, those with disabilities and other medical conditions. Paid / professional drivers therefore require relevant knowledge, skills and experience to safely and effectively discharge their role and responsibilities to their passengers and others.

5.96. For these reasons, the policies and requirements set out between paragraphs 5.95 and 5.111 below will normally be applied.

5.97. Driving Standards & Proficiency Assessment

5.98. The licensing authority notes that driving skills and abilities can vary with age, driving style, experience, differences in driving environments, social and/or cultural norms (e.g. driving on the left / right) etc. Accordingly, it is the policy of the licensing authority to ensure that those who provide a hackney carriage and/or private hire driving service can demonstrate a sufficient level of driving competence commensurate with the provision of a public transportation service (i.e. at an elevated level above the DVLA learner driver test (or equivalent)).

5.99. For these reasons, the licensing authority will normally require all applicants, other than those renewing a licence, to submit a suitable certificate of completion of a driving standards and proficiency assessment specifically designed for hackney carriage and/or private hire vehicle drivers by the Driving Standards Agency (DVSA) (or suitable equivalent). A third party non-refundable fee may be payable for this (or a similar) service.

5.100. To ensure authenticity, currency and efficiency of use, the licensing authority will, where appropriate, require that relevant pass certificates be dated within 6 months of the date of submission. Moreover, as assessments are at an elevated level and specifically designed for prospective hackney carriage and/or private hire vehicle drivers, this requirement shall apply regardless of the date on which the applicant may have taken any other test to gain a full (or any other) driving licence.

5.101. Limitations and relevance of driving standards assessments

5.102. As we consider driving standards and proficiency to be a core competence of a hackney carriage and/or private hire vehicle driver, the licensing authority will normally refuse to grant a hackney carriage and/or private hire driver's licence to any individual who does not submit a suitable pass certificate for the requisite assessment.

5.103. KNOWLEDGE TESTS

5.104. The licensing authority notes that –

- (a) taxi fares are usually related to the time and distance travelled and it is therefore appropriate to ensure that licensed drivers know the shortest and/or

most expedient route(s) to avoid unnecessarily high fares being charged to the customer (i.e. consumer protection);

- (b) licensed drivers providing services to the general public do not generally have the opportunity to check the details of a route before starting; whereas, hackney carriages are usually directly available for hire at ranks or on the street, the drivers of private hire vehicles may receive concurrent bookings through their operator (e.g. via radio, computer, mobile communications device or similar); and
- (c) further to (a) and (b) above, road works, diversions, traffic jams, traffic accidents etc. mean that it is not always appropriate to rely on satellite navigation equipment or similar.

5.105. Accordingly, it is the policy of the licensing authority to ensure that those who provide a hackney carriage and/or private hire driving service to the general public have a good working knowledge of the area in which they are licensed and of the law and local policy and procedures in relation to Hackney carriage and Private Hire Vehicle. The licensing authority will therefore normally require all first time applicants to pass a test of knowledge on the law and local policy and procedures in relation to Hackney carriage and Private Hire vehicles, together with knowledge of local streets and topography.

5.106. Stringency of tests of knowledge

5.107. By way of ensuring that these tests do not comprise an unnecessarily high obstacle or barrier of entry into the trade, the licensing authority will seek to keep the tests under review and ensure that the stringency of each test reflects law and local policy and procedures in relation to hackney carriage and private hire vehicles and the complexity or otherwise of local geography and highway infrastructure.

5.108. The Council will ensure that its knowledge tests are conducted in accordance with its knowledge test policy and procedures outlined at **Appendix E**.

5.109. Costs of knowledge test

5.110. As the satisfactory completion of the knowledge test is largely dependent on the attitude, diligence, and effort of the applicant, the licensing authority will normally charge a non-refundable separate fee at the standard rate for each test taken. Fees must be paid prior to the test being taken.

5.111. Limitations and relevance of knowledge test

5.112. So as to allow applicants to reflect upon the test questions and / or prepare more thoroughly, the licensing authority will normally allow, where eligible, applicants that fail any part of the Knowledge test to re-sit. Those who fail part three of the test and pass part one and part two will only be required to resit part three.

5.113. As driver duties may also involve the handling and exchange of money and the giving of change, the licensing authority will similarly require all first time applicants to demonstrate a reasonable unassisted ability in numeracy. A numeracy skills assessment is built into the knowledge test.

5.114. Driver photographs

5.115. Section 54(1) of the LGPMA 1976 PART II, requires the licensing authority to issue a driver's badge (where appropriate) that clearly shows, the applicant's appearance at the time of application.

5.116. For this purpose, the licensing authority will normally require applicants (both on initial grant and each renewal) to –

5.117. Submit, at their own expense, 2 recent passport quality (45mm by 35mm) colour photographs of themselves on photographic paper.

5.118. So that the applicant's features are clearly distinguishable, a suitable photograph will be taken to mean a photograph taken against a suitable plain and light coloured background and shows the applicant full faced i.e. uncovered (without sunglasses, headgear, veil or similar unless worn for a religious or medical reason).

5.119. Safeguarding training in relation to Child Sexual Exploitation (CSE).

5.120. As a council we must ensure that we take all necessary steps to safeguard against CSE. It is essential that all drivers and operators have a good understanding of CSE, their responsibilities to the public and where to report their concerns.

5.121. Although many drivers and operators have some knowledge of CSE from media sources, however this is not a substitute for proper formal training delivered by a professional body. It is RBC's view that CSE training should be made compulsory for all Runnymede licenced drivers and operators.

5.122. When training arrangements are confirmed an information report will put before the Regulatory Committee detailing the content and schedule for introduction. The following requirement is then to become effective:-

- all new applicants for private hire and hackney carriage licences will be required to attend a CSE awareness training session which has been organized by this Council prior to their licence being granted.

5.123. LICENSING CONDITIONS OF DRIVERS LICENCES

5.124. Private hire vehicle drivers

5.125. Section 51(2) of the LGMPA 1976 part II allows the licensing authority to attach such conditions to a private hire vehicle driver's licence as may be considered reasonably necessary.

5.126. The conditions that the licensing authority generally considers reasonably necessary and will normally be applied in respect of private hire vehicle drivers are detailed in **Appendix F**.

5.127. In addition to the aforementioned conditions drivers must also comply with the statutory requirements the LGPMA 1976 part II. For clarity these are also shown in **Appendix F**.

5.128. Hackney carriage drivers

5.129. The licensing authority formally regulates standards in relation to Hackney drivers through the adoption of local bylaws. There are local taxi-related bylaws in place at

the present time, the licensing authority will keep them matter under review and may, in the future, seek to implement other suitable bylaws where problems arise.

5.130. These Bylaws were made under section 68 of the Town Police Clauses Act 1847 and section 171(4) of the Public Health Act 1875 by the Borough Council of Runnymede with respect to hackney carriages in the District of the Borough of Runnymede. Throughout these bylaws "the Council" means the Borough Council of Runnymede and "the District" means the District of the Borough of Runnymede..

5.131. The Bylaws in relation to hackney carriage drivers are set out in **Appendix G**.

5.132. In addition to the aforementioned bylaws drivers must also comply with the statutory requirements set out in the Town Police Clauses Act 1847 and the LGPMA 1976 part II.

5.133. A summary of the principal requirements contained in the above legislation together with details of the licensing conditions and bylaws are set out in **Appendix G**, and unless specified otherwise the requirements of the Acts apply only to the "controlled district" which in this case is the Borough of Runnymede.

5.134. Accessibility Issues

5.135. To ensure the provision of an efficient public transportation service to all, the licensing authority expects and will normally require, on condition, subject to any medical exemption, licensed drivers to provide reasonable assistance to all passengers where appropriate. For these purposes, this may include –

- (a) the carriage and handling of luggage (including shopping etc.);
- (b) the assistance of individuals entering and/or alighting from the vehicle (whether or not the individual uses a wheelchair); and/or
- (c) the carriage of assistance dogs with the passenger (at no extra charge)

5.136. However, the licensing authority recognises that there may be some circumstances where the provision of such assistance may give rise to risks to the health and safety of drivers, passengers and others. For example, the size and weight of a wheelchair and/or passenger (whether combined or in isolation) may be too heavy for the individual driver to safely handle and/or assist into or out of the vehicle. Where appropriate, the licensing authority may permit a departure from this general policy requirement and allow a refusal of a fare, but only where:-

- (a) all reasonable attempts have been made to provide a service to the customer;
- (b) there is a significant risk to the health and safety of the driver, passengers and/or others;
- (c) reasonable attempts have been made to source an alternative service to the customer;
- (d) the refusal is suitably justified in all other respects.

5.137. Association of drivers

5.138. The licensing authority shall endeavour to encourage drivers to form an association or other collective body and will hold regular forums to gain feedback and facilitate discussion. The holding of forums will be assessed at regular intervals to ascertain

the usefulness of such forms and RBC reserves the right to suspend forums should their effectiveness be questionable.

5.139. Changes of circumstances & detail

5.140. So as to satisfy itself that individual drivers are covered by all relevant and suitable insurance while working for any operator, the licensing authority will normally require, on condition, each driver to notify it, within 7 days, of the start and/or finish date of their affiliation with the operator concerned.

5.141. Changes to medical status/fitness and/or ability to perform licensed driver duties

5.142. The licensing authority expects and will, on condition, require relevant licence holders to advise it, within 7 days, of any change and/or deterioration to their health or medical status that may affect either –

- (a) their driving capabilities and/or driving entitlements; or
- (b) their ability to perform the duties of a hackney carriage and/or private hire vehicle driver (e.g. to afford reasonable assistance in the carriage and loading of luggage, wheelchair users etc.).

NB: Although some medical conditions may not affect an individual's ordinary [domestic] ability or entitlement to drive, these may not meet the extant Group II standards of medical fitness applied by the DVLA. Individuals are therefore encouraged to discuss/report any change in medical circumstances with the licensing officer.

5.143. In recognition that medical (un)fitness can have an impact on driver and public safety, the licensing authority will take a serious view of any licensed driver who fails, without reasonable explanation, to inform it of any significant change to their medical fitness/status; particularly where they continue to drive/operate and derive a monetary benefit from their activities.

5.144. Where appropriate, and in cases of doubt of medical fitness, the licensing authority may require those who experience or are suspected of a change in their medical status to undergo and pay for further medical examination on referral to and/or advice of the RBC's independent medical advisor. Where appropriate, the policies and standards set out between paragraphs 5.63 and 5.76 will apply.

5.145. Notification of convictions and driving licence endorsements.

5.146. The licensing authority expects and will, on condition, require relevant licence holders to advise it, in writing within 7 calendar days of any change to their criminal record and/or status. The licensing authority similarly expects and requires licence holders to notify it, in writing within 7 calendar days of any arrest, formal caution, pending prosecutions, summonses, warnings, fixed penalty notice and/or driving licence endorsements etc. issued by the police or any other authority. The licensing authority similarly expects licence holders to notify it, in writing within 7 calendar days of any court cases (whether civil, criminal or for a motoring offence) listed or pending against them during the term of their licence.

5.147. In recognition that such matters can give rise to public safety and/or driver 'propriety' concerns, the licensing authority will consider suspension or revocation of any relevant licence where the holder fails, without reasonable explanation, to comply with paragraph 5.142.

5.148. For these purposes, the policies and standards set out between 5.25 and 5.55 will apply to all information disclosed, submitted or volunteered by relevant licence holders subject to a change in their background or status.

5.149. DRIVERS INVOLVED IN AN ACCIDENT OR OTHER INCIDENT

5.150. In recognition that incidents and vehicle accidents can occur for a variety of reasons and can result in a variety of injuries, it is the policy of the licensing authority to ensure, where appropriate, that the drivers involved in an incident are suitably assessed in respect of their fitness, driving standards and/or eligibility. For similar reasons, vehicles involved in an accident are subject to similar review arrangements.

5.151. Where appropriate, the licensing authority will normally assess any driver involved in an incident in accordance with any of the general requirements and policies detailed above. This may include, but not be limited to a requirements of the driver to -

- (a) submit a suitable mandate that allows the licensing authority to obtain an enhanced DBS disclosure and/or
- (b) submit a suitable report (of prescribed form) and other such information concerning their medical and physical fitness: and/or
- (c) submit a suitable mandate that allows the licensing authority to obtain their full driving licence records held by the DVLA (c/o a Data Subject Enquiry) and/or
- (d) submit suitable evidence of relevant knowledge and skills.

5.152. Where appropriate, the licensing authority has powers to suspend and/or revoke a driver's licence, or otherwise allow the individual to continue in the capacity of a licensed hackney carriage and/or private hire driver (whether or not pending any specified requirements etc.). In determination of any action to be taken following an incident, the licensing authority will normally have regard to -

- (a) The nature and seriousness of the incident;
- (b) The circumstances giving rise to any incident etc.;
- (c) The continuing fitness and/or eligibility of the driver to drive;
- (d) The nature and extent of any penalty/sentence imposed;
- (e) The nature, degree and/or frequency of any other accidents or incidents in which the driver has been involved;
- (f) The nature and extent of any real, potential and/or perceived harm caused by the incident;
- (g) The nature and extent of any risk/threat that the driver may pose to the public;
- (h) The honesty of the individual/driver (i.e. in declaring any incident and/or its details etc.);

- (i) Any other aggravating or mitigating factors (e.g. under the influence of drink/drugs/medication etc.);

NB: The above considerations should not be seen as a comprehensive checklist or, in any way, be regarded as matters to be automatically addressed in all cases. Where appropriate, the licensing authority may require additional information, documents, and/or take account of other matters it reasonably considers necessary to enable it to determine the most appropriate action/outcome.

5.153. Safeguarding training in relation to Child Sexual Exploitation (CSE).

In accordance with the information contained in paragraphs 5.119 to 5.112

The below conditions and bylaws are to become effective on (date to be notified) :-

- a) existing private hire drivers must attend a CSE awareness training session by (date to be notified).
- b) existing hackney carriage drivers are to attend a CSE awareness training session by (date to be notified).

DRAFT

6. VEHICLE LICENSING

6.1. GENERAL

6.2. The following policies will normally be applied to standard motorised vehicles (e.g. purpose built black cabs, MPVs, saloon cars etc.).

6.3. Vehicle licensing requirements

6.4. Separate vehicle licences must be held by and, where appropriate, issued to a vehicle proprietor wishing to use a vehicle as a hackney carriage or private hire vehicle. A relevant licence must be held in respect of each vehicle so used.

6.5. GENERAL POLICY APPROACH TO VEHICLES

6.6. Policy exemptions to private hire vehicle licensing

6.7. In recognition of the broad range of potential vehicles and services that the definition of private hire vehicle (PHV) might encompass, it is the view of the licensing authority that not every vehicle with fewer than nine passenger seats which is used to carry passengers for some sort of return must necessarily be licensed as a PHV. Subject to the policies and considerations outlined below, the licensing authority will not normally consider any of the following to fall within the PHV licensing regime.

- (a) Small Public Service Vehicles (PSVs) - i.e. vehicles with fewer than 9 passenger seats which
 - (i) carry passengers at a commercial rate; and
 - (ii) provide a service at separate fares where each passenger pays his or her own fare for a particular journey.

These vehicles will normally fall within the PSV operator licensing regime. However, in cases of doubt, the licensing authority will check and expect the vehicle, driver and operator to be licensed with the relevant traffic commissioners.

- (b) Volunteer schemes - i.e. vehicles with fewer than nine passenger seats which provide a passenger carrying service, and –
 - (i) is neither a PHV nor a small PSV;
 - (ii) where the total of any charges are agreed in advance and do not exceed the running costs (including wear and tear and depreciation) of the vehicle for the journey made.

These vehicles will typically be a form of transport that is provided by volunteers who do not make a profit from the service.

6.8. While the licensing authority will not normally consider genuine volunteers who receive no recompense (or otherwise receive only enough to cover their actual expenses) to fall within the PHV licensing regime, it recognises that the total mileage

undertaken by some volunteer drivers may amount to a business of providing transport in such a way as to make a profit. Where appropriate, the licensing authority may therefore take account of the profitability or otherwise of the service on consideration of the rates charged and/or expenses claimed in the context of the mileage and taxation rules set out by HM Revenue and Customs (HMRC).

6.9. **Exemption for Ambulances and medical cars** – i.e. those vehicles used to transport passengers to and from hospitals and other medical facilities on an ad-hoc basis or otherwise operate as part of a formal Patient Transport Service but do not undertake any form of ‘social’ hiring.

6.10. Considerations as to whether a vehicle is a private hire vehicle

- (a) By way of determination as to whether any particular vehicle requires to be licensed as a PHV the licensing authority will normally consider –
- (b) whether the vehicle has fewer than nine passenger seats;
- (c) whether the vehicle is provided for hire with the services of a driver for the purpose of carrying passengers;
- (d) whether the driver or the operator derives a commercial benefit;
- (e) whether the carriage of passengers is an ancillary part, or a main part, of the overall service;
- (f) the characteristic use of any vehicle provided;
- (g) whether the driver is under any explicit or implicit obligation to undertake any other duties or tasks beyond driving or providing services associated with driving (e.g. carrying luggage, assisting passengers with boarding or alighting etc.);
- (h) whether the service requires a specific qualification or level of training on the part of the driver which goes beyond the driving and courtesy skills associated with conventional private hire;
- (i) the manner in which the vehicle is provided;
- (j) whether it covers exclusive hiring’s where the vehicle is hired as a whole;
- (k) whether passengers pay individual fares as part of the contractual arrangements; and
- (l) whether the vehicle is/is not being exclusively hired.

NB: The above considerations should not be seen as a comprehensive checklist or, in any way, be regarded as matters to be automatically addressed in all cases. Where appropriate, the licensing authority may require additional information, documents, and/or take account of other matters it reasonably considers necessary to enable it to determine whether a vehicle must be licensed as a private hire vehicle.

6.11. The term & duration of vehicle licences

6.12. The licensing authority will normally and, where appropriate, grant a Hackney

Carriage or Private Hire vehicle licence for a period of 12 months. However, the licensing authority may, using its discretion, grant vehicle licences of shorter duration where it considers this to be reasonable or appropriate in the circumstances.

6.13. Out of Area Working

- 6.14. When an applicant wishes to licence a vehicle as a hackney carriage the licensing authority will require information, pursuant to section 57 of the LGPMA 1976 part II, as to whether the applicant intends to use the vehicle to stand or ply for hire in RBC's area and also if the applicant intends to use the vehicle entirely or predominantly remotely from RBC's area on a pre-booked basis.
- 6.15. Whilst each application will be considered on its own merits, the licensing authority will have regard to the geographic location of an applicant's home and business address. If the licensing authority believes that the hackney carriage is to be used entirely or predominantly remotely from RBC's area on a pre-booked basis, then the application for a licence will normally be refused.

6.16. ELIGIBILITY CRITERIA

6.17. General vehicle requirements

The licensing authority will, where appropriate, seek to ensure that all licensed vehicles (including their fixtures, fittings and equipment) are suitable for use as a hackney carriage or private hire vehicle on demonstration that they are, and continue to be -

- (a) readily identifiable (together with their owner and/or vehicle proprietor),
 - (b) suitable in standard, type, design and appearance (and not unsuitably modified at any time);
 - (c) in a good, safe, roadworthy condition (regardless of age) (and not subject to any outstanding vehicle safety recall or previous category A or B insurance 'write off');
 - (d) suitably maintained;
 - (e) suitably insured;
 - (f) suitably accessible; and
 - (g) sufficient in number as to reasonably serve the interests of the travelling public.
- 6.18. In addition to any requirements regarding the licensing authority, hackney carriage and private hire vehicles are subject to statutory provisions under LGMPA 1976 part II and the Town Police Clauses Act 1847 (hackney carriage only).
- 6.19. In the interest of making all drivers and proprietors aware of the statutory provisions and for the avoidance of doubt these are show in **Appendix F** for private hire vehicles and **Appendix G** for hackney carriages.

6.20. Private hire vehicles

- 6.21. An application for a vehicle licence will not be considered if the vehicle concerned does not satisfy the definition of a private hire vehicle, as set out in Section 80 of the LGMPA 1976 part II, (i.e. a car constructed or adapted to seat fewer than nine passengers).
- 6.22. Section 48(1)(a)(i - iv) of the LGPMA 1976 part II states that the Council cannot grant a private hire vehicle licence unless satisfied that the vehicle is suitable in type, size and design for use as a private hire vehicle as follows:
- (a) not of such design and appearance as to lead any person to believe that the vehicle is a hackney carriage; .
 - (b) in a suitable mechanical condition; .
 - (c) safe;
 - (d) comfortable, and-
 - (e) that there is in force in relation to the use of the vehicle a policy of insurance or such security as complies with the requirements of Part VI of the Road Traffic Act 1988.
- 6.23. The licensing authority has considered the information contained in paragraph 6.20 and in order to satisfy the authority that a vehicle is suitable it must satisfy the licensing authorities requirements as stated in **Appendix F**.

6.24. Hackney carriages

- 6.25. Section 47(2) of the LGMPA 1976 part II provides the licensing authority may require a hackney carriage to be of such design or appearance or bear such marks as clearly identify it as a hackney carriage.
- 6.26. An application for a hackney carriage licence will not be considered if the vehicle concerned does not satisfy the definition of a hackney carriage (a car constructed or adapted to seat fewer than nine passengers) and does not meet the Councils requirements as shown at **Appendix G**.

6.27. Standards and relevance of requirements

- 6.28. The standards and considerations applicable to the requirements in **Appendix F** and **G** are set out below. They should not be seen as a comprehensive checklist or, in any way, be regarded as standards to be automatically applied in all cases. Where appropriate, the licensing authority may require additional information, documents, or other certifications it reasonably considers necessary to enable it to determine whether a licence should be granted and, where appropriate, if conditions should be attached to any such licence. In all cases, the costs of any requirements must be paid by the applicant

6.29. Vehicle standard and design

- 6.30. To ensure the safety of passengers and provide proper protection from the environment vehicles must be a four door saloon, hatchback or estate/MPV. Convertibles, soft top vehicles and two or three wheel vehicles will not be licenced.
- 6.31. Vehicles must be of suitable standard and design and in order demonstrate that suitability they must meet or have met European and UK vehicle safety standards at the time of manufacture. Left hand drive vehicles will not be licenced except for limousines, providing they have been inspected by the Driver and Vehicle Standards Agency and have an approval certificate issued for Single Vehicle approval. Or, from

October 2014, a certificate for Individual Vehicle Approval carried out to the normal inspection standard.

6.32. Engine size

6.33. The licensing authority recognises that in future, not all vehicles will be petrol or diesel powered with hybrid and alternative fuel/power sources gaining popularity. Petrol and diesel engines should have a minimum engine size of 1300cc although as the development in engine technology has resulted in increasingly efficient and power output from smaller engines, these may be acceptable with prior approval from the licensing authority.

6.34. Seat size

6.35. To ensure comfort for passengers all seats in the vehicle must have a minimum width of 41cm.

6.36. Access from the vehicle

6.37. Passengers must have clear and unrestricted access from the vehicle. This is particularly relevant for MPV type vehicles where seats are positioned in such a way in the rear of the vehicle that they are not adjacent to a door, so that the seats in front must be slid forwards to allow passengers to exit. As access from these vehicles can be restricted drivers are advised to contact the licensing section before purchasing such vehicle to ascertain whether the vehicle meets this requirement, this may involve an inspection of the vehicle type by a licensing officer to make a proper assessment.

6.38. Seatbelts

6.39. In the interests of passenger safety all seats must have a 3 point seat belt fitted, lap belts are not acceptable.

6.40. Mot

6.41. As a measure of the vehicles roadworthiness a Mot test must be carried out prior to licensing. The Mot test certificate should be obtained **no more than 5 days prior to the licence application date**. Vehicles under 4 years old are required to have a Mot annually on licensing/re-licensing, vehicles over 4 years of age are required to have a Mot every 6 months.

6.42. Tyres

6.43. To satisfy the licensing authority that a vehicle is safe and in roadworthy condition it must be the case that a vehicle's tyres are in good condition. In determining the condition of a tyre a driver or proprietor is expected to ensure they comply with Regulation 27, Part 2 of the Road Vehicles (Construction and Use) Regulations 1986.

6.44. Then licensing authority is aware of the second hand/part worn tyre market and consider that these tyres are not suitable for licenced vehicles. It is impossible to know the history of a part worn tyre which makes it extremely difficult to be sure about its internal condition and safety credentials. A tyre is made up of many components, all of which can be damaged through every day driving. Some contributory factors that may damage the tyre include over or under-inflated tyres or, hitting a kerb or pot-hole in the road, this type of damage to the tyre can be impossible to determine when carrying out a tyre inspection.

6.45. Vehicles must not be fitted with second-hand 'part worn' tyres. All tyres including the spare must have been purchased and fitted to the licenced vehicle as 'new tyres'.

6.46. Tinted windows

6.47. The Road Vehicles (Construction and Use) Regulations 1986 as amended specifies the minimum levels of light that must pass through the windscreen and front side windows. For vehicles first used on or after 1 April 1985, the light transmitted through the windscreen must be 75% and 70% through the front side windows.

6.58. The licensing authority recognises that many manufacturers fit tinted windows as standard original fittings as either 'dark tint' or 'light tint'.

6.59. There is a distinct difference between standard tinted windows which meet the legal requirements and what is commonly known as 'privacy glass' which is much darker and lets a minimum of light through as well as making it very difficult to see into the vehicle.

6.60. To address public safety concerns around the use of 'privacy' glass and to allow as wide a range of vehicles as possible to be used by the trade the following conditions apply to vehicle windows on the rear windscreen / rear side windows:-

- (a) All rear windows must allow at least 70% of light to be transmitted through them.
- (b) No vehicle shall be fitted with any form of additional film to darken or tint the windows on any part of the vehicle.
- (c) Front side windows and the front windscreen must meet the requirements of the Road Vehicles (Construction and Use) Regulations 1986.
- (d) Privacy glass shall only be acceptable where fitted to plate exempt vehicles

6.61. Fire extinguisher and first aid kit

6.62. Most people will be aware that employers have a duty of care to their employees, but the Health and Safety at Work Act, 1974, goes further. Part 1, Section 3 (2) states "it shall be the duty of every self-employed person to conduct his undertaking in such a way as to ensure, so far as is reasonably practicable, that he and other persons (not being his employees) who may be affected thereby are not exposed to risks to their health and safety". Operators, drivers and Proprietors are advised that a failure to safeguard passengers could have serious implications for the licence holder, and the licence.

6.63. It is the licensing authority view that in order to assist drivers, operators and proprietors in ensuring the safety of passengers that fire extinguishers and first aid kits must be carries in licenced vehicles.

6.64. The provision of fire extinguishers and first aid equipment is standard in many new cars and indeed in many European countries it is a legal requirement. The licensing authority believes that there is a possibility of these items enhancing passenger safety and will require that they be fitted in licenced vehicles. The standards required are:

- (a) Portable fire extinguishers save lives and property by putting out small fires or containing them until the fire brigade arrives. They should only be used for fighting a fire in its very early stages.

There is a wide variety of portable fire extinguishers available, based on the type of fire they will be fighting. These differ by the extinguishing agent they expel onto a fire; the main types of extinguisher are foam, CO2 and dry powder. Fire extinguishers must be of a type with a capacity of not less than 2 lb/ 0.9 kg capacity which is approved to BS EN3 Standards. This is to be positioned in the vehicle cab or boot and be easily accessible. It is to be maintained in a serviceable condition.

- b) A new national standard for first aid kits (BS 8599-2) became effective in February 2014, the standard aims to improve safety for all UK motorists by equipping vehicles with the most appropriate first response medical supplies necessary to treat road side injuries with a first aid kit scaled specifically to the size of the vehicle and number of passengers. First aid kits must be compliant with BS8599-2 and be a medium size motorist kit which caters for 1 – 8 passengers. They must be kept in an accessible position and fully stocked.

6.65 Appearance and condition of vehicle

- 6.66. In order to satisfy the licensing authority that the vehicle is of suitable appearance, maintained and in good roadworthy condition any vehicle must meet the following standards:-

Exterior of the vehicle

- The vehicle must be submitted for inspection in a clean state such that an effective inspection is possible. Should the vehicle be submitted in an unclean state then the application shall be refused
- The exterior of the vehicle should not show signs of rusting
- The paintwork should not be faded or show signs of mis matched repairs or have any scratches, scuffs, cracks or abrasions where the top layer of paint has been removed
- The bodywork should be maintained so as to be in excellent condition and be free of large dents. (a large dent is not defined, this will be determined by the licensing officer)
- To not have wheels and wheel trims that have significant damage which detracts from the overall excellent condition of the vehicle.

Interior of vehicle

- The seating and carpet areas of the vehicle shall not show signs of: a) staining b) damp c) fraying or ripping of the material d) seat covers that are loose or badly fitted.
- The seats should provide sufficient support for comfortable travel and should not demonstrate excessive compression of the seating area or wear within the support mechanism. Any mechanism for adjusting the height or angle of the seat must be in working order

- Interior panels and fittings within the vehicle should not be damaged nor show excessive wear, or staining.
 - The interior of the vehicle should not have damp or noxious smells
- (p) To allow the public to differentiate between Hackney Carriages and Private hire vehicles the licensing authority believes an addition measure is necessary in that any licenced private hire vehicle must not be an Austin FX4 or similar model (traditional London cab), or be of similar appearance.

6.67. Other requirements

6.68 Identification of private hire vehicles

6.69 In addition to the specified local authority licence plate or disc identifying the vehicle as a private hire vehicle some clearer identification is considered best practice. This is for two reasons: firstly, to ensure a more positive statement that the vehicle is only for pre booking and cannot be hired immediately through the driver; and secondly because it is reasonable, and in the interests of the travelling public, for an operator to be able to state on the vehicle the contact details for hiring. This identifies the vehicle as private hire and helps to avoid confusion with a taxi; it also gives useful information to the public wishing to make a booking.

6.70 The requirement is that the wording “Private hire vehicle Pre-Booked Only” is printed in black, against a white background, with a black boundary on an adhesive sign which will be displayed on both front doors of private hire vehicles apart from those which are plate exempt. This will ensure that, regardless of the colour of vehicle to which the signs are attached, the signs should remain clearly legible. In addition the operators name phone number and internet address can be displayed below this sign providing such lettering is no larger than the lettering on the adhesive sign.

6.71 The size of the adhesive sign and the size of the lettering shall be as specified by the licensing authority.

6.72. The number of hackney carriage vehicles

6.73. The licensing authority notes that no powers exist to restrict the number of private hire vehicles but that quantity restrictions on the number of hackney carriages are permitted under Section 16(b) of the Transport Act 1985. This provides that ‘a hackney carriage licence may be refused, for the purpose of limiting the number of licensed hackney carriages if, but only if, the licensing authority is satisfied that there is no significant demand for the services of hackney carriages (within the area to which a licence would apply) which is unmet’.

6.74. As any decision to refuse a licence on the basis of unmet demand would be open to legal challenge, the licensing authority will seek to justify any quantity restrictions by means of a demand survey (i.e. an evidence base of relevant indicators and levels of demand) and consultation with relevant stakeholders.

6.75. Where appropriate, the licensing authority will normally consider whether there is significant unmet demand in terms of –

- (a) the interests of the travelling public and those who use taxi services;

- (b) the (dis)advantages that arise for them as a result of quantity controls; and
- (c) the (dis)advantages that would result for them if there were no quantity controls etc.

At the present time, no demand survey has been carried out and the licensing authority cannot be satisfied that there is no significant unmet demand for the services of hackney carriages in its area. Therefore, in accordance with the best practice guidelines of the DfT, the licensing authority does not currently impose any quantity restrictions on hackney carriage vehicles. The licensing authority may review this stance on quantity restrictions when it sees fit to do so.

6.76. Accessibility of vehicles

6.77. The licensing authority acknowledges the accessibility requirements of hackney carriage and private hire vehicles under the Equality Act 2010.

6.78. As private hire vehicles can only be booked through an operator (i.e. not immediately available for hire), it is the view of the licensing authority that the immediate need for wheelchair accessible vehicles is less essential. For this reason, while private hire operators are encouraged to offer accessible vehicles within their fleet, the licensing authority will not normally require, as a matter of course, private hire vehicles to provide such access.

6.79. Vehicle age

6.80. For clarity, the age of a vehicle shall refer to either the date of first registration with the DVLA (i.e. as shown on the vehicle registration document V5) or, in the case of a vehicle first used outside of the UK, when first used on any other road of any description.

6.81. Age of hackney carriage and private hire vehicles

6.82. The licensing authority has taken the view that vehicle age limits are not justifiable and can produce an environment where competing proprietors and operators from other boroughs can gain an advantage.

6.83. Providing vehicles meet the requirements of the licensing authority they can be considered for licensing.

6.84. Environmental vehicle standards

6.85. General environmental policy approach

6.86. In recognition of the RBC's wider role, the licensing authority will normally seek to promote and encourage vehicle proprietors to invest in vehicles and related technologies that offer the best environmental standards in terms of emissions, the use of cleaner fuels, fuel and engine efficiency (i.e. performance) and end-of life recycling etc.

6.87. RBC will monitor the developments of less polluting internal combustion engines and their effect on the local environment and in keeping with the RBC's Air Quality Action Plan, will in due course, consider a requirement for all hackney carriages and private hire vehicles to meet certain emission control standards, i.e. Euro 5, Euro 6.

6.88. Alternative fuels

6.89. In recognition of their comparatively clean emissions, any vehicle that runs or has been suitably adapted to run on Liquid Petroleum Gas (LPG), Compressed Natural Gas (CNG), Hydrogen, electric power or Bio methane will be considered providing it is of original manufacture.

6.90. Modifications to enhance environmental standards of vehicles

6.91. In recognition of the RBC's wider role, the licensing authority will, subject to all other requirements being met and, subject to conditions, where these may be appropriate, normally look sympathetically on the conversion to, installation and use of green/alternative fuels and other enviro-friendly features.

6.92. However, In recognition that fuel conversions can be dangerous if not done correctly, the licensing authority will normally accept vehicles that have been converted to use alternative fuels only where, in addition to all other requirements having been met, the vehicle is –

- (a) listed on the UKLPG vehicle register; and
- (b) supported by an inspection and test certificate by a UKLPG Approved Auto gas Installer dated within the last 12 months or
- (c) subject to a satisfactory Voluntary Individual Vehicle Assessment (DVSA individual vehicle type approval) (or suitable equivalent), that certifies the safety of the vehicle as a whole and the modifications made.

6.93. Permitted vehicle modifications

6.94. The licensing authority recognises that some modifications to vehicles can enhance performance, efficiency and the service offered to customers, as well as provide for enhanced safety and/or revenues for vehicle proprietors and/or drivers. Accordingly, subject to all other requirements being met, the licensing authority will normally permit the following (or similar) modifications to vehicles.

- (a) Removal or installation of mobile communications equipment e.g. radios;
- (b) Removal or installation of mobile computer consoles (or similar) for communication and allocation of jobs with an operator;
- (c) Removal or installation of additional seats (and seat belt mechanisms);
- (d) Conversion of interim steps to running boards (and vice-versa);
- (e) Conversion to or installation of enviro-friendly/green features;
- (f) Change to and installation of a suitable taximeter;
- (g) Removal or installation of credit/debit card payment systems;
- (h) Change of vehicle colour/paintwork;
- (i) Installation of personal safety features;
- (j) Reasonable adjustments or adaptations for disabled drivers (where appropriate).

6.95. Subject to all other requirements being met and, subject to conditions, where these may be appropriate, ancillary modifications, may be undertaken by and using the products of a third party (e.g. installation of credit/debit card payment systems). However, where appropriate, the licensing authority may require ancillary modifications to be certified by a competent person as being legally compliant and/or safe.

6.96. However, to ensure that vehicles continue to conform to a recognised safety standard, any modifications to any vehicle or its component parts, that may reasonably be considered integral to the vehicle, may affect vehicle integrity or otherwise affect any vehicle safety feature (e.g. seat belts), must normally –

- (a) be undertaken using parts of the same (or equivalent) specification of the original manufacturer, converter or approved agents; and/or
- (b) be compatible with the original vehicle type approval; and/or
- (c) be subject to a satisfactory Voluntary Individual Vehicle Assessment (DVSA individual vehicle type approval) (or suitable equivalent), that certifies the safety of the vehicle as a whole and the modifications made.

6.97. Modifications to enhance personal safety in vehicles

6.98. As it considers it best left to the judgement of individual vehicle drivers/proprietors, the licensing authority will generally not require specific security measures (e.g. CCTV systems) to be installed within licensed vehicles.

6.99. In recognition of their lone worker status, together with the risks to which they can be exposed in providing a public service, the licensing authority will, subject to all other requirements being met, generally look sympathetically on the installation and use of in-vehicle security measures that provide some personal protection for vehicle drivers. It will therefore, subject to conditions, where these may be appropriate, normally allow one or more of the following (or similar) modifications to vehicles -

- (a) Installation and use of a suitable bulkhead (where not otherwise required);
- (b) Installation and use of a suitable CCTV camera system;
- (c) Systems that provide for a secure driver cell;
- (d) Installation and use of a GPS tracking system;
- (e) Installation of a panic alarm system (or similar).

6.100. Relevant considerations in respect of vehicle modifications

6.101. While the licensing authority will normally look sympathetically on vehicles that offer enhanced environmental standards, in-vehicle security or provide for additional income etc., the licensing authority will not normally authorise any proposed feature or modification that detracts from or otherwise affects the ability of the vehicle to comply with its vehicle specification, licence conditions and/or licensing objectives. For example, modifications that may affect the ability to carry luggage, ramps and other equipment (e.g. installation of alternative fuel storage tanks) and/or may affect safety (e.g. installation of CCTV cameras that become a headroom hazard etc.). For these reasons, vehicle proprietors seeking to modify their vehicles in any way are encouraged to discuss their proposals with the licensing officer first. Vehicle

modifications undertaken without prior approval are made at the vehicle proprietor's own risk and, where appropriate, and be removed if not suitable.

6.102. Notification of vehicle modifications to insurers and others

6.103. The licensing authority notes that some vehicle modifications are subject to declaration and/or may affect the validity and extent of vehicle insurance. The licensing authority asserts that it remains the responsibility of the vehicle proprietor to make all relevant declarations and/or notify all relevant parties of any changes as may be appropriate. For these reasons, the licensing authority will, where appropriate, expect suitable verification with / from any relevant party concerned (e.g. vehicle insurance company).

6.104. Vehicle recall status certification

6.105. The licensing authority notes that vehicles, their components and parts may from time to time be recalled for safety-related defects and subsequent remedial works. The licensing authority also notes that recalls are co-ordinated by DVSA in accordance with its code of practice on vehicle safety defects. For reasons of public safety, the licensing authority will, where appropriate, require applicant proprietors to submit suitable documentation showing satisfactory completion of all necessary remedial actions and work relevant to any such recall and the vehicle concerned.

6.106. In view of the above policy matters, the licensing authority may, where appropriate, check the status of any vehicle with the DVLA.

6.107. The relevance of vehicle recall status

6.108. By way of ensuring driver and public safety, the licensing authority will not normally permit the use of any vehicle as a hackney carriage or private hire vehicle that is the subject of a safety-related recall which has not been subject to all relevant actions or works necessary to remedy the recall defect.

6.109. Insurance write-offs

6.110. For reasons of public safety, the licensing authority will not normally accept any vehicle that has been subject to such damage as to be categorised as a category A or B 'write off' by a relevant insurance company under the extant Code of Practice for the Disposal of Motor Vehicle Salvage. As damage at this level cannot always be detected or fully repaired, this policy will apply regardless of whether or not the vehicle has since been repaired to an MOT pass standard.

6.111. Subject to the following and all other criteria being met, the licensing authority may, where appropriate, accept vehicles categorised under the extant Code of Practice for the Disposal of Motor Vehicle Salvage as category C insurance write off (i.e. where repairable but not economically viable) or category D damaged vehicles. However, before a licence is granted, or where appropriate, re-instated, the licensing authority will normally exercise the policies and require relevant documentation in respect of accident damaged vehicles. These policies and arrangements should be construed accordingly.

6.112. Vehicle identification

6.113. By way of ensuring that vehicles and major parts conform to a recognised standard, the licensing authority will normally, subject to all other requirements being met, grant a hackney carriage or private hire vehicle licence only to those vehicles that have

clear and consistent engine and vehicle identification number (VIN) markings on all relevant parts and documents.

6.114. As it will otherwise be unable to satisfy itself of a vehicles identification and standards, the licensing authority will not normally grant a hackney carriage or private hire vehicle licence in respect of any vehicle where VIN markings or engine numbers are –

- (a) missing; illegible, damaged, defaced or tampered with in any way; or
- (b) otherwise inconsistent on the vehicle or related documents (e.g. MOT / V5).

6.115. Vehicle history

6.116. The licensing authority may require a vehicle data and/or history check from a licensed provider at any time. A third party fee may be payable for this service.

6.117. Vehicle testing

6.118. By way of satisfying itself of the safety, roadworthiness and suitability of vehicles, the licensing authority will normally require each vehicle to be subject to the following on application for both grant or renewal of a hackney carriage or private hire vehicle licence; namely -

- (a) a valid MOT pass certificate
- (b) an inspection by a RBC licensing officer

6.119. MOT testing

6.120. To ensure that any hackney carriage or private hire vehicle is roadworthy, the licensing authority will normally require both on initial grant, renewal and/or expiry of a (pre)existing MOT, the submission of a valid MOT pass certificate specific to the vehicle concerned.

6.121. To ensure relevance this must be no more than 5 days old on submission of any vehicle licence application.

6.122. In recognition of the high use and high mileage to which hackney carriage and private hire vehicles are generally subjected, a valid MOT will normally be required –

- (a) regardless of the age of the vehicle; and/or
- (b) whether or not it would ordinarily be considered to be exempt (i.e. the vehicle is under three years old);

6.123. As corrosion can develop and parts can seize or malfunction during storage while awaiting sale, this policy shall also include and apply to brand new vehicles.

6.124. By way of promoting free-market competition, MOT tests may be undertaken at any MOT testing station authorised by DVSA.

6.125. MOT advisories

6.126. By the very nature of their work hackney carriages and private hire vehicles are subjected to frequent use and high mileage. They will reach the stage where a Mot advisory becomes a danger to the public in a shorter period of time that they would

on a vehicle in normal use, perhaps catching drivers unawares and endangering the public.

6.127. Vehicles will be refused a licence for any advisory on a Mot which advises on the following areas unless evidence is produced to show that the advisory point has been repaired or replaced:

- (a) Any part of the steering mechanism
- (b) Any part of the braking system
- (c) Tyres
- (d) Any part of the suspension system

6.128. This would typically involve the showing of a receipt for the work done.

6.129. **Frequency of MOT testing**

6.130. By the very nature of the work vehicles can be subjected to very high mileages within relatively short periods of time. In order to ensure vehicles are in a roadworthy condition the MOT test will be carried out at 12 month intervals up to the 4th anniversary of the vehicles date of first registration and thereafter every 6 months.

6.131. However, as mechanical and electrical faults and other issues affecting roadworthiness may occur at any time during the term of a licence (where granted), the licensing authority may require additional inspection, test and MOT checks to be undertaken at any time it is considered necessary in the circumstances.

6.132. **Council test & inspection**

6.133. To ensure that any hackney carriage or private hire vehicle is suitable for public use, the licensing authority will require both on initial grant and on renewal, the vehicle and, where appropriate, all relevant effects and equipment (e.g. ramps, anchorages etc.), to be presented for test and/or inspection by licensing officers.

6.134. **The relevance of vehicle testing requirements**

6.135. It is the policy of the licensing authority that no vehicle may be used as a hackney carriage or private hire vehicle unless it has been certified and maintained in a safe and roadworthy condition (e.g. courtesy of suitable and valid MOT certificate) or otherwise passed as fit for public use.

6.136. In recognition that poor vehicle maintenance can have an impact on driver and public safety, the licensing authority will take a serious view of any proprietor who fails to maintain a hackney carriage or private hire vehicle to a satisfactory standard.

6.137. **Vehicle testing and the term and duration of licences**

6.138. For reasons of ensuring public safety, the licensing authority considers that a greater frequency of monitoring and testing (subject to statutory limits) may be appropriate for some vehicles in some circumstances. Where appropriate, the licensing authority will require additional testing and/or restrict the term and duration of a vehicle licence where there are one or more demonstrable indications of high use (e.g. high mileage, 24/7 use etc.), poor maintenance, specialist requirements or other concerns connected with the use of the hackney carriage and/or private hire vehicle.

6.139. **Bill of sale**

6.140. To assist vehicle identification and proof of interest and/or ownership and, in recognition of the time it can take for a DVLA vehicle registration document (V5) to be updated following transfer, suitable proof of sale will, where appropriate, be required for any first-time vehicle licence application.

6.141. Suitable proof of sale will be taken to mean written correspondence signed and dated by the transferor and transferee (including name and address) declaring the sale/transfer of the vehicle (make, model and vehicle index) to the named transferee. For this purpose, a copy of the DVLA vehicle registration document (V5), letter, hire purchase agreement or similar completed with the new vehicle keeper details will normally be acceptable.

6.142. **Taximeter certification**

6.143. By way of ensuring public protection, the licensing authority may require both on grant or renewal, suitable documentation that certifies any taximeter to be used in the vehicle is –

- (a) sealed (or otherwise incapable of tampering);
- (b) calendarised; and
- (c) programmed in accordance with the current scheme of fares in force for the time being.

6.144. Where appropriate and by way of ensuring public protection, calendarisation, programming and certification of taximeters must be undertaken by an independent competent person.

6.145. **CONDITIONS FOR VEHICLE LICENSING**

6.146. **Hackney carriage bylaws**

6.147. Bylaws made under section 68 of the Town Police Clauses Act 1847 and section 171(4) of the Public Health Act 1875 by the Borough Council of Runnymede with respect to hackney carriages in the District of the Borough of Runnymede.

6.148. These Bylaws are contained within **Appendix G**.

6.149. **Hackney carriage conditions**

6.150. Section 47(1) of the LGMPA 1976 part II allows the licensing authority to attach such conditions to a hackney carriage licence as may be considered reasonably necessary. The conditions that the licensing authority generally considers reasonably necessary for hackney carriages are detailed in **Appendix G**.

6.151. **Private hire vehicle conditions**

6.152. Section 48(2) of the LGMPA 1976 part II allows the licensing authority to attach such conditions to a private hire vehicle licence as may be considered reasonably necessary. The conditions that the licensing authority generally considers reasonably necessary for private vehicles are detailed in **Appendix F**

6.153. The conditions referred to above are not a comprehensive list of conditions or, in any way, to be regarded as standards to be automatically applied in all cases. Where

appropriate, the licensing authority may remove, modify and/or attach additional and/or alternative conditions appropriate to the individual circumstances of the case. Where appropriate, any condition(s) will comply with our policy on conditions.

6.154. Failure to comply with vehicle licence conditions and associated requirements will not necessarily result in enforcement action, but may, where appropriate, be used as an indicator of vehicle safety, condition or status. However, where appropriate, breach of conditions and other requirements may result in advice, warnings, suspension, revocation and/or refusal to renew a licence.

6.155 Standards and relevance of conditions

6.155. The standards and considerations applicable to the conditions in **Appendix F** and **G** are set out below; these should not be seen as a comprehensive checklist or, in any way, be regarded as standards to be automatically applied in all cases.

6.156. Condition of the Vehicle

6.157. To maintain standards throughout the period of licensing all vehicles will be expected to be watertight, mechanically sound, efficient, safe, clean, tidy and that all relevant statutory requirements are fully complied with including in particular those contained in the Motor Vehicles (Construction and Use) Regulations.

6.158. Vehicles will be expected at all times to maintain the standards required by Runnymede when the vehicle was licenced as stated in **Appendix F & G** to this policy.

6.159. Vehicle plates

6.160. To ensure that members of the public can easily identify a licensed vehicle, together with the number of passengers that it can carry, the licensing authority will normally require, on condition, both hackney carriage and private hire vehicles to display a licence plate both –

- (a) exterior, at the rear of the vehicle; and
- (b) interior, in the form of a window disc on display in the top nearside front windscreen.

6.161. The proprietor shall at all times cause the licence plate and interior window disc, issued by the licensing authority, to be displayed on the vehicle in such position that the vehicle's registration number is not obscured and with the details of the licence plate clearly visible.

6.162. The proprietor or driver shall not wilfully or negligently cause or suffer the licence plate or interior window disc attached to the vehicle, in pursuance of this condition, to be concealed from public view nor shall the proprietor allow the licence plate to be so defaced that any figure or material particular is illegible.

6.163. The licence plate shall remain the property of RBC and where a licence lapses or is suspended or revoked, shall be returned immediately to the RBC.

6.164. For clarity and ease of recognition, all licence plates will be none removable self-adhesive type of the specified size, colour and design outlined in **Appendix H**.

NB: The licensing authority will normally allow some limited exemptions to these general requirements in accordance with the reasons and policies set out below.

6.165. **Dual Plating**

6.166. Dual plating is not permitted on any Runnymede licenced vehicles. Any vehicle licenced by Runnymede will not be permitted to become licenced with any other district / borough / Public Carriage Office.

6.167. No vehicle will be granted a licence if it is licensed in another district / borough / Public Carriage Office.

6.168. Private hire and Hackney Carriage vehicles in Runnymede are identifiable by their differently coloured plates and even though a Hackney vehicle has a roof light it is believed that having more than one plate on a vehicle could lead to confusion amongst the public about the types of licenced vehicles in Runnymede.

6.169. Additionally, RBC is aware of the problems of meeting the variance in conditions applied in different districts and the enforcement of those conditions in cases of non-compliance (i.e. signs, meters, suspensions or revocation).

6.170. **Advertising on licensed vehicles**

6.171. **Hackney Carriages** – advertising will be permitted on hackney carriages subject to the following criteria and restrictions.

6.172. For reasons of driver and public safety, the licensing authority will not permit any advertising material, corporate branding or any other medium that –

- (a) does not conform with the rules of the British Code of Advertising Practice;
- (b) relates to the promotion of alcoholic drinks;
- (c) interferes with any equipment normally fitted to the vehicle (including the vehicle electrics and wiring etc.);
- (d) interfere with any vehicle design features such as methods of fixing, brake cooling vents, tyre inflation valve or with any wheel balancing dynamics or steering operation;
- (e) obscures any vehicle lights, 'For Hire' sign or indicator lamps (e.g. indicators, brake lights etc.);
- (f) creates any safety hazard (e.g. non protected screens, headroom hazards etc.);
- (g) uses or emits audio;
- (h) is displayed on wheels or bumpers of the hackney carriage

6.173. Further to the above, and by way of -

- (a) preventing any reduction to driver visibility (and therefore any impact on driver and public safety); and
- (b) ensuring maximum visibility into and throughout the vehicle (for the benefit of driver and public safety);

- 6.174. The licensing authority will not normally permit any advertising, corporate branding or any other material, other than that which is required by law or on condition of licence, to be displayed on, or otherwise obscure any windscreen, window, mirror or bulkhead.
- 6.175. In recognition that the nature, design and content of some advertising can affect the visibility and clear distinction of other relevant signage, the licensing authority will not normally permit any advertising (including corporate branding) that obscures or confuses the visibility, legibility, clarity or distinction of –
- (a) the vehicle licence plate; (No advertising is to be within 30cm of the plate).
 - (b) the vehicle registration number,
- 6.176. Given the above and the discretion afforded in vehicle advertising, the licensing authority reserves the right to require any advertisement it deems unsuitable to be removed where appropriate.
- 6.177. Private Hire Vehicles**
- 6.178. With the exception of the requirement for 'pre booked' only signage, no signs, marks, notices or advertisements whatsoever shall be displayed on or from a private hire vehicle whether in connection with its use for private hire or otherwise, except for the name address, web contact and telephone number of the proprietor or the name under which they carry on their business. These may not be displayed on the front elevation (radiator grill and area either side of it), the windows and any other glass area, bumpers or wheels. Such lettering shall not be illuminated or include the words "cab", "taxi-cab" or "taxi". No advertising is to be within 30cm of the Private Hire licence plate.
- 6.179. The licensing authority reserves the right to require any advertisement which contravenes paragraph 6.170 to be removed where appropriate.
- 6.180. Roof mounted signs**
- 6.181. Hackney carriages must carry and display or otherwise be fitted with a roof mounted ' sign which is capable of being illuminated and bears the word 'Taxi', this is to be clearly visible when the vehicle is available for hire both by day and night. So as to avoid claims of illegally plying for hire (e.g. in another area for which the vehicle is not licensed), the design must be such that any illumination can be switched off independently of any other vehicle system when the vehicle is hired or not in use as a taxi.
- 6.182. So as to avoid any confusion with a hackney carriage, the licensing authority will normally seek to ensure that private hire vehicles do not employ, display or otherwise have affixed –
- (a) any form of roof-mounted sign (whatever its wording);
 - (b) any advertising or sign (roof-mounted or otherwise) that use the words 'Taxi', 'Hackney', ' Cab' or 'For Hire'
- 6.183. Vehicle insurance**
- 6.184. The Road Traffic Act and associated Regulations require a suitable policy of insurance is in force in relation to the use of most motorised vehicles on the public highway. For this reason and similar requirements made by under Section 48(1)(b) of

the LGPMA 1976 Part II, the licensing authority will require a suitable policy of insurance on grant or renewal of any hackney carriage or private hire vehicle licence.

6.185. For this purpose, and by way of ensuring adequate cover for all parties, a 'suitable policy of insurance' will normally be taken to mean –

- (a) a valid and fully comprehensive policy;
- (b) a policy that provides indemnity cover for each driver of the vehicle;
- (c) a policy that provides the cover for business use on hire and reward as a hackney carriage or private hire vehicle as may be appropriate.
- (d) The minimum period of validity for an insurance document is 30 days.

6.186. OTHER VEHICLE LICENSING POLICY MATTERS

6.187. The numbers to be carried in licensed vehicles

6.188. In recognition that the number of people to be carried in a hackney carriage or private hire vehicle can impact on public safety and/or determine the licensing regime applicable to the vehicle, the licensing authority will normally limit, on condition, the total number of passengers that may be carried in any such vehicle. Subject to any exemption, this limit will normally be detailed on the vehicle plate (if granted).

6.189. The licensing authority will normally licence only those vehicles capable of carrying up to 8 passengers; this being the statutory maximum before a public service vehicle licence is required. However, the actual number of passengers to be carried in any one vehicle will normally be determined with reference to the following –

- (a) the manufacturers recommendations;
- (b) the number of passenger seats specified on the DVLA vehicle registration document V5;
- (c) the number of available seats and suitably fitted seat belts; and
- (d) the relevant vehicle specification.
- (e) The ease of access from vehicles

6.190. Distinction between hackney carriage & private hire vehicles

6.191. It is widely recognised that members of the public can often confuse private hire vehicles with hackney carriages without realising that private hire vehicles are not available for immediate hire or otherwise able to be hailed in the street. As this may affect insurance, the licensing authority considers it particularly important that the public can easily distinguish between each type of vehicle. A similar requirement is required in law under Section 48(1) of the LGPMA 1976 part II.

6.192. For these reasons, while it will accept similar types of vehicle to be licensed as a hackney carriage or private hire vehicle (except for purpose built London style 'black cabs'), the licensing authority will, where appropriate, seek to distinguish between hackney carriage and private hire vehicles by application of the following policies and considerations.

6.193. **Plate/badge numbers policy**

6.194. To provide for the simple yet reliable identification of licensed vehicles, the licensing authority will normally issue a unique number which will correspond with the number of the vehicle licence (where granted) that will be used on all licence documents and plates. Subject to the policies detailed below, the number given will normally be issued on a sequential and first-come, first-served basis. However, numbers may be recycled for use once surrendered by the current user.

6.195. **Sensitive plate/badge numbers**

6.196. In recognition that some plate/badge numbers can be sensitive and/or perceived as offensive (e.g. 911, 666 etc.), the licensing authority will normally seek to avoid issue and, where appropriate, to subsequently withdraw (on renewal or on exchange for an alternative) any vehicle plate/badge numbers that may reasonably be considered sensitive or offensive.

6.197. **Colour of vehicle plates/badges**

6.198. To distinguish one type of vehicle from another, the licence plates / badges of hackney carriage and private hire vehicles will be printed in different colours.

6.199. **Alternative arrangements for certain private hire vehicles**

6.200. It is the view of the licensing authority that some private hire vehicles that provide limited, non-public driving services (e.g. executive chauffeur services, stretched limousines, vintage and other specialist vehicles etc.) which are self-evidently not a hackney carriage can provide a bespoke service to local business.

6.201. The licensing authority believes that such services are usually exclusively booked up front for a defined period or journey (typically going outside the borough) and such that the vehicle is not available for immediate hire. Also, these services usually offer a degree of prestige, anonymity and/or have a legitimate business requirement to be more discretely marked.

6.202. For this reason, and subject to all other licensing requirements being met, it is the policy of the licensing authority to offer private hire vehicles used to provide exclusively limited, non-public driving services an exemption from the requirements to display a vehicle plate at the rear. However, so that any such vehicle can be identified as a licensed vehicle, the licensing authority will require, on condition, that a licence plate of specified size, shape and design (see **Appendix H**) be clearly displayed on nearside front windscreen of the vehicle.

6.203. For clarity and distinction between different categories of vehicles, this alternative arrangement shall not apply to any private hire vehicle that undertakes any general public work.

6.204. The requirements for plate exempt vehicle are set out in **Appendix J**.

6.205. **Livery of licensed vehicles**

6.206. Due to the clear distinction between hackney and private hire vehicles, the licensing authority does not consider a vehicle livery (i.e. a defined colour and/or marking of vehicles) to be necessary at the present time.

6.207. The licensing authority recognises the increasing needs and profile of its residents, visitors and the area generally through the development of the Borough. It will therefore keep this matter under review for future consideration where appropriate.

6.208. **Vehicle transfer arrangements**

6.209. In recognition that vehicle licensing requirements will have previously been met and, by way of assisting existing and prospective vehicle proprietors, the licensing authority will, subject to the following, normally permit the transfer of interest in a licensed vehicle together with the unexpired portion of the vehicle licence to another person who consents to the transfer. For safety and audit trail reasons, such transfers will normally be subject to the following requirements; namely –

6.210. Suitable proof of sale/transfer by the transferor (i.e. the out-going vehicle proprietor) and

6.211. Declaration of consent to the transfer by the transferee (i.e. the new vehicle proprietor); and

6.212. Where appropriate, a suitable policy of insurance of the new vehicle proprietor/driver;

6.213. The licensing authority will normally transfer a hackney carriage or private hire vehicle licence on condition that a copy of the up-to-date V5 is submitted when issued.

NB: It should be noted that these requirements may be waived if the transferee (i.e. the new vehicle proprietor) is already registered on the relevant vehicle licence as a person having a bona fide interest in the vehicle.

6.214. **ACCIDENTS TO & INVOLVING LICENSED VEHICLES**

6.215. Section 50(3) of the LGMPA 1976 part II requires that the vehicle proprietor must, as soon as is reasonably practicable (and within 72 hours), notify the licensing authority of any accident to a hackney carriage or private hire vehicle causing any damage affecting the –

- (a) safety of the vehicle;
- (b) performance of the vehicle;
- (c) appearance of the vehicle;
- (d) comfort or convenience of passengers.

6.216. In recognition that accident damage can have an impact both on driver and public safety, comfort and convenience, the licensing authority will –

- (a) expect all qualifying accidents to or including a licensed vehicle to be reported to it; and
- (b) take a serious view of any proprietor who fails, without reasonable explanation, to inform it of any qualifying accident/damage to their vehicle; particularly where they or an authorised driver continue to drive/operate the vehicle and/or derive a monetary benefit from their activities.

6.217. Actions to be taken where a vehicle is involved in an accident

6.218. Where appropriate, the licensing authority has powers to suspend and/or revoke a vehicle licence, or otherwise allow the vehicle to continue in use (whether or not pending repair, inspection and/or testing etc.). The licensing authority will normally have regard to -

- (a) the nature and extent of any damage done;
- (b) the salvageable status of the vehicle;
- (c) the security status of the vehicle (i.e. whether accessible to/drivable by the vehicle proprietor or authorised driver);
- (d) the likely impact any damage may have on vehicle safety, performance or appearance;
- (e) the likely impact any damage may have on the comfort or convenience of passengers; and
- (f) the length of time it may take to effect repair.

6.219. Where appropriate to the circumstances, the licensing authority will require the vehicle proprietor of any vehicle involved in an accident to -

- (a) arrange for the vehicle to be repaired using parts of the same (or equivalent) specification of the original manufacturer, converter or approved agents; and
- (b) submit a schedule of works done and parts used by the relevant repairing agents etc. and
- (c) demonstrate that the vehicle is roadworthy on submission of a valid post-accident MOT certificate specific to the vehicle concerned; and/or
- (d) provide a satisfactory Voluntary Individual Vehicle Assessment (DVSA individual vehicle type approval) (or suitable equivalent), that certifies the safety of the vehicle as a whole and the repairs made.

6.220. By way of ensuring that vehicles and major parts conform to a recognised standard, the licensing authority will normally expect any repair made to a vehicle following an accident to be compatible with the vehicle type approval and otherwise comply with the RBC's vehicle specification.

6.221. Assessment of vehicle drivers involved in an accident

6.222. In recognition that vehicle accidents can occur for a variety of reasons and can result in a variety of injuries, it is the policy of the licensing authority to ensure, where appropriate, that the drivers involved in licensed vehicle accidents are suitably assessed in respect of their fitness, driving standards and/or eligibility.

6.223. For this reason, the licensing authority will normally require vehicle proprietors to submit a suitable account of the circumstances of the accident, together with the name and address of any driver driving the licensed vehicle at the time of the accident concerned. Where appropriate, a copy of any insurance claim (or similar account) will normally suffice for these purposes. For further information in respect of

the assessment and determination of fitness of vehicle drivers following an accident please see paragraph 5.145.

6.224. Replacement vehicles for vehicles involved in an accident

6.225. The licensing authority does not believe it to be reasonable or proportionate to require insurance companies to supply brand new courtesy vehicles. However any replacement vehicle must be supplied through an accident management company authorised by the proprietor's insurance company. However, so long as all other eligibility criteria and requirements are met, the licensing authority will, where appropriate, permit another vehicle to be temporarily licensed for up to 28 days as a short term replacement for any licensed vehicle involved in an accident.

6.226. Temporary replacement vehicles may be licensed for longer than 28 days (on payment of a further fee) but only where there is a suitable business case and documentary evidence showing –

- (a) why the damaged vehicle cannot be repaired within the initial 28 day period;
- (b) why the damaged vehicle cannot be replaced and/or why other vehicles could not be used; and
- (c) when the damaged vehicle will be returned to service;

6.227 Electronic cigarettes and any derivatives

6.228. Electronic cigarettes are generally battery powered vaporisers which release vapour when liquid is heated. These contain a variety of chemicals whose composition varies across manufacturers.

6.229. The health risks and long term health effects of electronic cigarettes are not fully known.

6.230. Existing legislation has been in place since 2007 which prevents the smoking traditional cigarettes in vehicles used for work.

6.231 For the safety and comfort of the public, the use of electronic cigarettes or derivatives in licenced vehicles is prohibited.

7. OPERATOR LICENSING

7.1. GENERAL

- 7.2. Any individual, company or similar who, in the course of their business, makes any provision for the invitation and acceptance of bookings for (i.e. to operate) a private hire vehicle must hold a private hire operator's licence.

NB: A private hire operator may only operate a private hire vehicle that has been licensed by the same authority as the operator. Likewise, the private hire vehicle may only be driven by a private hire driver licensed by the same authority. All three licences (operator, vehicle and driver) must be issued by the same authority i.e. RBC). This is known as 'the three licence rule'.

7.3. Booking services

- 7.4. Despite the above, the licensing authority is of the view that those simply acting as the agent of a hirer (e.g. where a hotel books a cab for a guest) will not normally require an operator's licence but that some booking services

(e.g. a service that finds and/or books private hire vehicles with an operator) may require a private hire operator licence. In determination of whether such services require an operator's licence, the licensing authority will therefore normally take into consideration –

- (a) The nature and extent of any advertising of the service;
- (b) Whether in the absence of any advertising, the service would or would not work; and
- (c) The nature and extent to which the service/function serves to make provision for the invitation or acceptance of bookings.

7.5. The term & duration of operator licences

- 7.6. By way of facilitating -

- (a) a reasonable operating period;
- (b) a reasonably frequent period to monitor and review licensed activities; . the licensing authority will, where appropriate, normally grant or renew a private hire operator's licence for 5 years. However, the licensing authority may, using its discretion, grant operator licences of shorter duration where it considers this to be reasonable or appropriate in the circumstances.

7.7. ELIGIBILITY CRITERIA

7.8. Age of Operators

- 7.9. Subject to any other age-related policies and providing they meet the eligibility criteria and application standards without restriction, the licensing authority will normally disregard the age (as an isolated consideration) of any applicant (or director of a business) in determining their suitability to hold a private hire operator's licence.

7.10. Nature of Operators

7.11. Subject to any other company-related policies and providing they meet the eligibility criteria and application standards without restriction, the licensing authority will normally accept applications for a private hire operator's licence from both individuals, partnerships, businesses and similar (i.e. companies). However, if the applicant is a business or similar, the application requirements and criteria will normally be applied to each director (and similar level trustee) of the business.

7.12. Fit & Proper Person

7.13. Section 55 of the LGMPA 1976 part II states that the licensing authority cannot grant a private hire operator's licence unless satisfied that the applicant is a 'fit and proper person' to hold such a licence.

7.14. Although an operator does not drive members of the public (unless also holding a private hire driver's licence), the operator will be in possession of information about peoples movements, whereabouts and property. Operators also deal direct with the public over the telephone or face-to-face at the operator base/office. As a result, the licensing authority believes that the need for operators to be 'fit and proper' and the standards to be applied are just as important as they are for drivers.

7.15. As the term 'fit and proper person' is not defined in law, the licensing authority will, where appropriate, seek to ensure that applicant operators and existing licence holders are both safe and suitable on demonstration that they are, and continue to be

- (a) of suitable background, character and integrity (including being suitably professional, responsible, reliable, sober, honest, trustworthy, civil, decent, courteous and respectable in both manner and appearance);
- (b) of suitable knowledge, experience and skills to perform the duties of a licensed operator;
- (c) suitably entitled and, where appropriate authorised, to live, work and/or perform the duties of a licensed operator in the UK; and
- (d) suitably insured to perform the duties of a licensed operator.

7.16. General requirements

7.17. Section 57 of the LGMPA 1976 part II allows the licensing authority to require such information as may reasonably be considered necessary to determine whether a licence should be granted or whether conditions should be attached.

7.18. For operator licensing purposes, the licensing authority considers the following as reasonably necessary and will, where appropriate, require applicants and existing licence holders to provide the following -

- (a) suitable immigration and asylum status and/or work entitlement documents
- (b) a suitable criminal record disclosure
- (c) suitable statement(s) of good conduct
- (d) a suitable declaration of application / licensed operator history

- (e) Suitable documentation and/or systems for the keeping of booking records
- (f) suitable certification of public liability insurance
- (g) [record of attendance at a Child Sexual Exploitation awareness training session prior to their licence being granted.](#)

7.19. Policies, standards and relevance of fitness & propriety requirements

7.20. While the policies, standards and considerations applicable to each of the above matters are set out below, the above matters should not be seen as a comprehensive checklist or, in any way, be regarded as standards to be automatically applied in all cases.

7.21. Where appropriate, the licensing authority may require additional information, documents, or other certifications it reasonably considers necessary to enable it to determine whether a licence should be granted and, where appropriate, if conditions should be attached to any such licence. In all cases, the costs of any requirements must be paid by the applicant.

7.22. The general policies and requirements that the licensing authority will apply to operator licensing are similar to that for driver licensing. For this reason, the policies, considerations and requirements set out in PART 3 and PART 4 above will, subject to the following, normally apply to operator licensing. For this purpose, any references to hackney carriage and/or private hire driver's will, subject to the following, also be taken to include a reference to private hire operators. Applicants and applications will be interpreted accordingly and, where appropriate, requirements on applicants shall be taken to include all directors/partners etc. where the applicant is a business.

7.23. Criminal record disclosures

7.24. As recommended best practice by the DfT, it is the policy of the licensing authority that all applicants (and, where appropriate, all directors or partners of any business applicant) must provide a basic criminal records disclosure at the point of each new application and thereafter, every 3 years.

7.25. However, as -

- (a) licensed drivers will ordinarily have undertaken and have provided an enhanced DBS disclosure for the purposes of obtaining a hackney carriage and/or private hire driver's licence, and
- (b) during the term of their driver's licence any infringements that would ordinarily appear on an enhanced DBS disclosure would usually be reported to the licensing authority / Council through the notifiable occupations protocol,
- (c) it is the policy of the licensing authority to exempt any individual operator applicant who themselves hold a current driver's licence with the licensing authority from the requirement to provide another disclosure/mandate.

7.26. The requisite level of DBS disclosures

[7.27.](#) Operators are not exceptions to the Rehabilitation of Offenders Act 1974, therefore standard or enhanced disclosures cannot be required as a condition of grant of an operator's licence. In recognition of the different levels of disclosure offered and of

the limitations of the Rehabilitation of Offenders Act 1974, it is the policy of the licensing authority to require and accept basic level disclosures for operators.

7.28 Safeguarding training in relation to Child Sexual Exploitation (CSE).

7.29 As a council we must ensure that we take all necessary steps to safeguard against CSE . It is essential that all drivers and operators have a good understanding of CSE , their responsibilities to the public and where to report their concerns.

7.30 Although many drivers and operators have some knowledge of CSE from media sources, however this is not a substitute for proper formal training delivered by a professional body. It is RBC's view that CSE training should be made compulsory for all Runnymede licenced operators.

7.31 When training arrangements are confirmed an information report will put before the Regulatory Committee detailing the content and schedule for introduction. The following requirements are is then to become effective:-

all new applicants for private hire operators licences will be required to attend a CSE awareness training session prior to their licence being granted

All existing operators must .have attended a CSE training session and those drivers who have not done so must attend by (date to be notified)

NOTE- this condition is not yet effective, its introduction will be announced in due course.

7.32. Booking Record Capabilities & Entries

7.33. In view of its record keeping requirements, the licensing authority will normally require on application for grant of an operator's licence, suitable evidence (e.g. a copy) of the format in which booking records will be kept, whether this be in hardcopy format or electronic means.

7.34. Where appropriate, and so as to be able to routinely check for the use of unlicensed drivers, vehicles and other operators (on sub-contracting), the licensing authority may require renewal applicants to similarly submit all prescribed booking records held (subject to the requirements of the data protection act. For similar reasons, the licensing authority may also require existing licensed operators to submit prescribed booking records for any specified period at any time.

7.35. CONDITIONS OF OPERATOR LICENCE

7.36. Section 56(2) of the LGMPA 1976 part II states that licensed operators must keep a record of such particulars of every booking of a private hire vehicle invited or accepted by the operator as may be prescribed on condition by the Licensing Authority.

7.37. Section 56(3) and (4) of the LGMPA 1976 part II states that the licensing authority will on condition require operators to provide driver and vehicle licence details.

7.38. Section 55(3) of the LGMPA 1976 part II allows the licensing authority to attach such conditions to a private hire operator's licence as may be considered reasonably necessary.

- 7.39. The conditions that the licensing authority generally considers reasonably necessary for private hire operators are produced in **Appendix K**.

NB: The general conditions referred to in **Appendix K** should not be seen as a comprehensive list of conditions or, in any way, be regarded as standards to be automatically applied in all cases. Where appropriate, the licensing authority may remove, modify and/or attach additional and/or alternative conditions appropriate to the individual circumstances of the case.

7.40. RECORD KEEPING REQUIREMENTS

- 7.41. Section 56(2) of the LGMPA 1976 part II states that licensed operators must keep a record of such particulars of every booking of a private hire vehicle invited or accepted by the operator concerned as may be prescribed by the licensing authority. Such particulars must be entered into the booking record system before the commencement of each journey.

- 7.42. To enable suitable and sufficient police checks to be made if anything should happen to a passenger or driver, to assist with the recovery of lost property and, where appropriate, to allow for suitable enforcement enquiries to be made, the licensing authority will normally require, on condition, licensed operators to keep the following records which collectively are uniquely and consecutively numbered or referenced; namely -

- (a) the name of the hirer (i.e. the person taking the journey);
- (b) the location of their pick-up point;
- (c) the location of their destination;
- (d) the date and time the private hire vehicle is required;
- (e) the date and time that the booking was made;
- (f) the fare quoted for the journey;
- (g) whether the booking is a sub-contract booking from another operator and/or is to be sub-contracted by this operator; and
- (h) the name and address of any operator to which the booking may be sub-contracted.

7.43. Hiring Records

- 7.44. In addition, and so as to identify the vehicle that was used and the driver who was driving at the time, the licensing authority will normally, on condition, and on exercise of Section 56(3) of the LGMPA 1976 part II, require licensed operators to keep the following records; namely –

- (a) the name and licence number of the vehicle driver; and
- (b) the number of the vehicle used (this being either the vehicle registration or plate number).

- 7.45. In exercise of Section 56(3), and so as to ensure compliance in the use of licensed vehicles and drivers, the licensing authority will normally require, on condition, that an

operator holds a copy of both the private hire vehicle licence of any vehicle that he is operating and the private hire driver's licence of any driver who is driving such a vehicle.

7.46. Operators association with drivers

7.47. So as to satisfy itself that individual drivers are covered by all relevant and suitable insurance while working for an operator, the licensing authority will normally require, on condition, each operator to notify it, within 7 calendar days, of the start and/or finish date of its use and association with any individual driver.

7.48. Use of vehicles

7.49. So as to satisfy itself that the vehicles intended to be used and/or operated by an operator are suitably licensed, the licensing authority will normally require, on condition, each operator to notify it, within 7 calendar days, of the start and/or finish date of its operational use of any individual vehicle.

7.50. Address from which operator may operate

7.51. The practical effect of the requirement to hold an operator's licence is that the operator must have premises from which to control and direct one or more private hire vehicles. On grant or renewal of an operator's licence the licensing authority will therefore normally specify the address from which the operator may operate (i.e. the licence is address specific). The operating address is not transferable between premises or different addresses and a new operator's licence will be required where there is any change of operating address.

7.52. Operating from different premises than those specified on an operator's licence is unlawful, could create enforcement difficulties and result in the operation being unlicensed. The licensing authority will therefore normally require that an operator notify it in writing of any change of address during the period of the licence (regardless of whether this is a home or business address) before this takes place. In all such circumstances a new application will be required.

7.53. By way of ensuring that proper regulation and enforcement measures can be taken, the licensing authority will normally require that the operators premises is located within the Borough of Runnymede and that access be granted to any operator premises at any reasonable time for the inspection of records and vehicles etc..

7.54. Multiple operator licences

7.55. There is no restriction on the number of operator licences that can be held by one person or company etc. However, where more than one of these are within its area, the licensing authority will normally require, on condition, that all booking records be kept separate. Where other operator licences have been granted by different licensing authorities, the licensing authority notes and will require, on condition, that booking records must be kept separate;

7.56 Safeguarding training in relation to Child Sexual Exploitation (CSE).

7.57. In accordance with the information contained in paragraphs 7.28 to 7.31 The below condition is to become effective on (date to be notified):-

- a) existing private hire operators must attend a CSE awareness training session by (date to be notified).

PART 8

8. SCHEME OF HACKNEY CARRIAGE FARES

8.1. GENERAL ARRANGEMENTS

8.2. Section 65 of the LGMPA 1976 part II (LGMPA76) provides that the licensing authority may set local hackney carriage fares for journeys within its area by means of a table or scheme of fares. There is no power to set private hire vehicle fares.

8.3. Frequency of review

8.4. To ensure currency, economic viability and incentive to provide taxi services, it is the policy of the licensing authority that the scheme of hackney carriage fares be subject to annual review.

8.5. General methodology of review

8.6. To allow comparison, increase understanding and transparency of any review, the licensing authority will normally calculate fares based on various indices and measures of inflation relevant to the taxi trade.

8.7. By way of facilitating comparison and to assist it in determination of any proposed review of the scheme of fares, the licensing authority will normally take the following and similar matters into consideration –

- (a) A direct comparison table of extant and proposed changes to the pull off rate and/or running mile per unit distance travelled;
- (b) The fare charts of neighbouring authorities
- (c) Any league table of national/regional taxi fares;
- (d) Inflation as shown on the CPI
- (e) Fuel costs
- (f) Taxi licensing fees

8.8. Nature of review

8.9. Where appropriate, the licensing authority will normally review, in whole or part, the structure and/or any particular feature of the extant scheme of fares (e.g. unit costs, distances travelled, time periods, chronology, calendarisation and any additional extras etc.).

8.10. Relevant considerations

In reviewing the scheme of fares, the licensing authority will normally have regard to, but not be bound by the following considerations –

- (a) the needs of the travelling public;
- (b) what may be reasonable to expect people to pay;
- (c) the need to provide sufficient incentive to provide a taxi service when it is needed;
- (d) the available supply of and demand for taxi services;
- (e) any graduation of the above by time of day, day of the week, seasonal variation and/or on special occasions etc.; and
- (f) the practicality of proposed fare scheme arrangements.

NB: These considerations should not be seen as a comprehensive checklist or, in any way, be regarded as standards to be automatically applied in all cases.

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PART 9

9. TAXI LICENSING FEES & CHARGES

9.1. General philosophy

9.2. By way of protecting the public funds it administers and ensuring that costs are not incurred by the public purse, the licensing authority will, where it is entitled to do so, seek to (re)cover all the costs incurred in administration and compliance of the various taxi licensing regimes. Therefore, the licensing authority shall seek to ensure, as far as is reasonably practicable, that the various taxi-licensing regimes are self-financing.

9.3. Fees

9.4. Sections 53 (2) and 70 (1) of the Local Government Miscellaneous Provisions Act 1976 authorises the charging of fees in respect of Hackney Carriage and Private Hire licences for drivers, vehicles and operators.

9.5. By way of covering the costs associated with any licence application, the relevant fees shall be payable on application. Failure to submit the correct fees will render the application and/or any licence issued invalid/void.

9.6. The fees payable on grant will be the standard application fee in accordance with the Council's list of fees and charges that is or would be in force at the time the application was made or, in the case of applications for renewal, at the time any (pre)existing licence is due to expire. Fees payable will also include any third-party charges (e.g. DBS, DVLA disclosure etc.) and any additional fees incurred as a consequence of the application. Third party fees must be paid at the time they are due.

9.7. As fees and charges are subject to regular review and may be subject to change during the financial year, applications (whether for grant or renewal) received after any specified date of increase will require payment of any new charge levied. A current list of fees and charges will be made available at the Council Offices and on the Council's web site.

9.8. Multiple licences

9.9. The licensing authority recognises that a single driver, operator and/or vehicle proprietor may have or seek to hold more than one licence. For the avoidance of doubt, a different licence (for which separate fees are payable) will be required for each operator premises and/or vehicle concerned. Where appropriate, the policies on reimbursement, dishonoured payments and third party fees and charges shall apply

9.10. Third party fees and charges

9.11. Where third-party fees and charges are applied and/or paid, all associated costs are to be borne by the applicant (e.g. DBS, statement of good conduct, DVLA mandate, medical etc.).

9.12. Regardless of whether or not it handles any monies or transactions for and/or on behalf of the applicant and/or any third party (e.g. as a registered body), the licensing authority will treat third party fees and charges entirely separately and as a

transaction between the applicant and third party concerned. The licensing authority will not therefore, normally refund any third party costs should any licence application be refused. In all cases, third party fees must, where appropriate, be paid at the time they are due.

9.13. Reimbursement

- 9.14. By way of covering the costs associated with any licence application, fees (or any part thereof) will not be reimbursed should any licence be unexploited or otherwise be surrendered at any time.
- 9.15. While the licensing authority aims to prevent the need for reimbursements, any reimbursement of any fees will be subject to policies on third party fees and charges.

9.16. Dishonoured payments

- 9.17. Where any means of payment for any fee or charge is dishonoured or otherwise contested in any way, the licensing authority will, where appropriate, treat any application for, and any licence granted in consequence, as being invalid or void.

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10. CONSULTATION

10.1 The following individuals, bodies and organisations have been consulted on this Policy document.

All licensed hackney carriage drivers

All licensed hackney carriage proprietors

All licensed private hire drivers

All licensed private hire operators

All licensed private hire vehicle proprietors

RBC Community Safety

RBC Environmental Health

RBC Legal Services

RBC Planning Services

Runnymede Access Liaison Group or similar

Surrey County Council (HCC) Children's Services

HCC Highways Development Control

Trading Standards & Consumer Protection

Surrey Police: Neighbourhood Inspector Runnymede

Surrey Police: Roads Policing Unit

South West Trains

Residents Associations – full details to be entered on consultation

Day Centres – full details to be entered on consultation

Chambers of Commerce – full details to be entered on consultation

Local groups and societies – full details to be entered on consultation

Business groups – full details to be entered on consultation

11. THE BOROUGH OF RUNNYMEDE

OVERVIEW

Runnymede Borough Council is located in north-west Surrey some twenty miles south-west of Central London. Total area is 7804 Hectares, of which 6078 Hectares are Green Belt. The Borough has three principal towns; these are Chertsey, Egham and Addlestone. Chertsey is a historic town with a famous abbey dating from Saxon times. While it retains its historic character, Chertsey is a thriving modern business centre. Egham lies close to the historic Runnymede Meadow, site of the sealing of Magna Carta in 1215. Several modern office and shopping developments have recently been built around its attractive pedestrianised centre. Addlestone is the Borough's youngest centre, having only grown into a town in the 19th century. It is now a busy commercial centre and home to Runnymede Borough Council. Addlestone is in the process of redevelopment with a new hotel, a quality shopping centre and cinema planned for completion in 2017.

The Borough also contains a number of smaller villages and suburban centres including Virginia Water, Thorpe, Englefield Green, Egham Hythe, Woodham, New Haw, Ottershaw and Lyne. Its northern and eastern edges are formed by the Rivers Thames and Wey, across which are the towns of Staines and Weybridge. In the North West the Borough contains part of Windsor Great Park, to the west it reaches the edge of Chobham Common and to the south extends almost to Woking. At the time of the 2011 Census there were around 34,206 households in the Borough, accommodating a population of 85,900.

Royal Holloway University of London (RHUL) is situated in the north of the borough and its students make a significant contribution to the local economy. Royal Holloway is one of the UK's leading research-intensive universities, with 19 academic departments spanning the arts and humanities, sciences, social sciences, management and economics. It has over 8,600 students from more than 100 countries and employs around 2,300 staff.

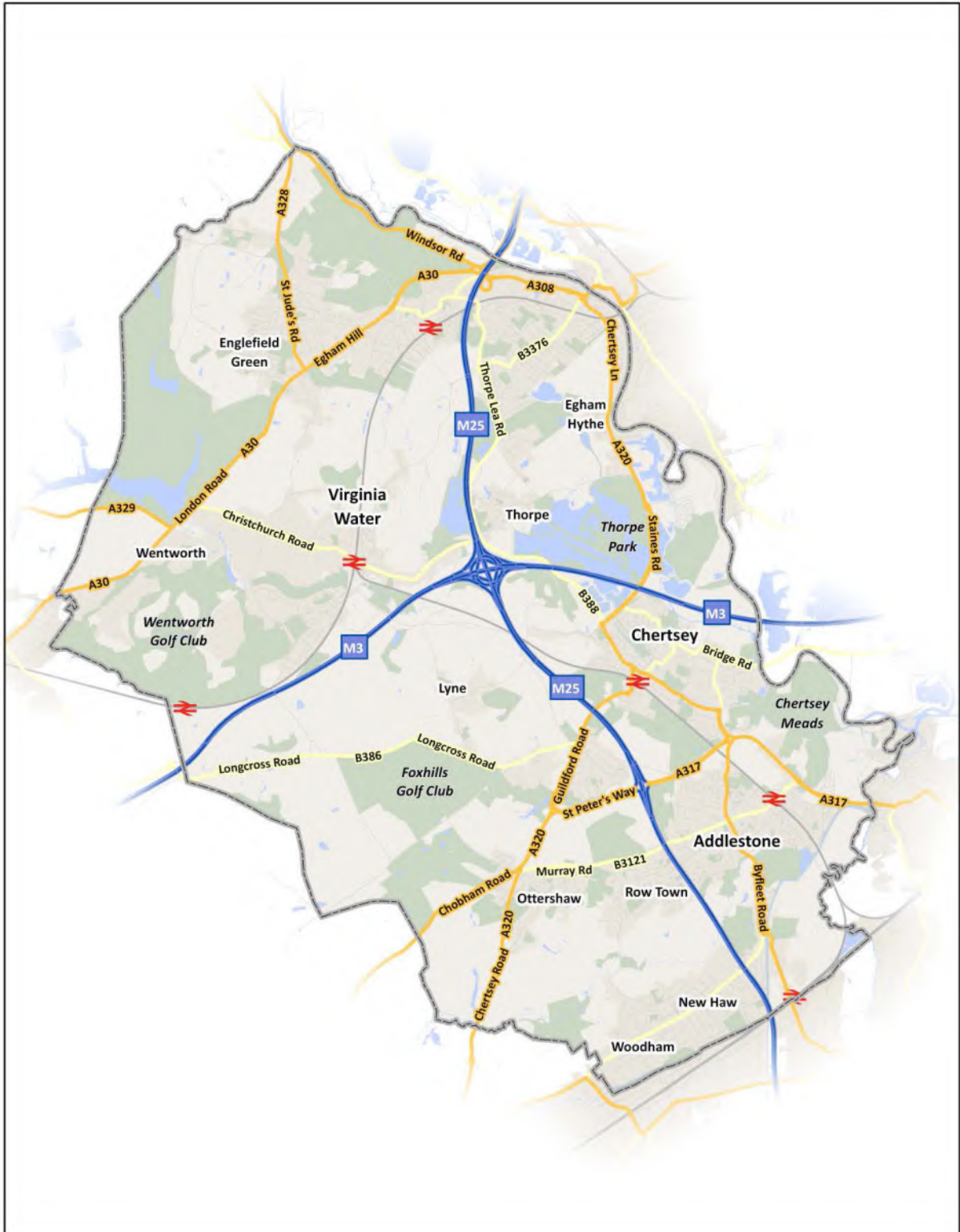
Runnymede has a strong local economic base with many commercial enterprises in the town centres, industrial estates and business parks. Its proximity to Heathrow airport makes Runnymede a highly desirable business location. The local economy, in common with the rest of Surrey, is dominated by the service sector, which employs some 83% of the workforce while manufacturing accounts for just 5%. The Borough is a draw for tourism, with attractions such as the River Thames, the site of Magna Carta and Thorpe Park bringing a great number of visitors to Runnymede every year, who are offered a range of high quality hotel accommodation throughout the Borough.

The Borough has excellent access to the motorway network with the M25/M3, the nearby M4 and good road and rail links to London and the West. Heathrow Airport is a short distance from the Borough and is a key reason for many international companies locating HQs in the area.

Further information about RBC can be found on our website

<https://www.runnymede.gov.uk/article/4442/Home>

A Map of Runnymede is shown below.



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REQUIREMENTS FOR HACKNEY CARRIAGE AND PRIVATE HIRE DRIVERS
LICENCES

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976, PART II
Section 57(1) & (2)

REQUIREMENT TO SUBMIT INFORMATION

Requirements in Respect of Drivers

- ~~1. To be considered for a licence to drive a private hire vehicle, the applicant must satisfy the Council that they are a fit and proper person and have been the holder for at least two years of a UK licence granted Part III of the Road Traffic Act 1972 authorising them to drive a motor car and have reached the age of 21 years.~~

Section 57 of the LGMPA 1976 part II allows the licensing authority to require such information as may reasonably be considered necessary to determine whether a Hackney Carriage or Private Hire driver's licence should be granted or whether conditions should be attached.

For driver licensing purposes, the licensing authority considers the following as reasonably necessary (under S57) and along with the requirement to satisfy a person's fit and proper status (under S51 and S59) the licensing authority will, where appropriate, require applicants and existing licence holders to provide and/or facilitate

1. On initial application the applicant must provide suitable immigration status and/or work entitlement documents along with their birth certificate and passport. On subsequent renewal applications these must be produced on the request of the licensing officer.
2. The applicant must supply an enhanced DBS check, (which was dated no more than three months prior to the application) to the licensing authority on initial application for a Hackney Carriage or Private Hire driver licence and thereafter, every 3 years from the date the initial check was carried out by the DBS. Failure to provide enhanced DBS certificates by the required date shall result in the consideration of refusal of an application or suspension of a Hackney Carriage / Private Hire driver's licence'.
3. The applicant is required to declare any foreign convictions. If the applicant has lived abroad during the previous 5 years prior to making the application, they are required to facilitate obtaining evidence from a foreign Embassy if necessary. These must be authenticated by the relevant Embassy and no more than 3 calendar months must have passed since the certificate was issued/dated.

4. The applicant must also produce a certificate signed by his/her registered medical practitioner to the effect that the applicant is physically fit to DVLA specified Group 2 standards in order to be the driver of a private hire vehicle. On initial application on application no more than 3 calendar months must have passed since the medical was carried out. Such certificates are required to be produced every 5 years up to the age of 60 years and thereafter every 12 months. If the applicant has insulin treated diabetes, DVLA Group 2 C1 standards will apply.
5. Persons must have held a full driving licence for two years on application and have reached the age of 21 years. The licensing authority will normally require and accept one of the following licences which shows the applicant is entitled to drive the vehicle(s) they intend to drive (i.e. they possess the correct category entitlement(s); namely -
 - a UK licence granted under part III of the Road Traffic Act 1988 authorising them to drive a motor car.
 - a valid ordinary driving licence issued by Northern Ireland, the European Economic Area states and subsequent accession States to the European Union; or
 - a valid 'exchangeable' ordinary licence as defined in the Road Traffic Act 1988 (or suitable equivalent).
6. The applicant must supply mandates permitting the licensing authority to obtain their full driving licence records as held by the DVLA (referred to as a Date Subject Enquiry) on initial application and thereafter every 3 years from the date the initial check was carried out by the DVLA. Failure to provide such mandates shall result in consideration of refusal of an application or suspension of a Hackney Carriage / Private Hire driver's licence. On application no more than 3 calendar months must have passed since the DVLA record was dated
- ~~4. The applicant must supply the names and addresses of two persons with whom the Council may communicate for the purpose of obtaining references. One of persons concerned must be the applicant's last employer whilst the other should have known the applicant for at least three years.~~
- ~~5. The applicant must produce their birth certificate or current passport for examination, together with four recent passport sized photographs taken without sunglasses.~~
- ~~6. The applicant must also produce a certificate signed by his/her registered medical practitioner to the effect that the applicant is physically fit to DVLA specified Group 2 standards in order to be the driver of a private hire vehicle. Such certificates are required to be produced every five years up to the age of 60 years and thereafter every twelve months. If the applicant has insulin treated diabetes, DVLA Group 2 C1 standards will apply.~~
7. Applicants must provide evidence of having passed a Driving Standards Agency test of competency to drive a Hackney Carriage/Private Hire vehicle.
8. The applicant must be able to demonstrate that they possess a good working knowledge of the district and Regulations for the type of licence for which the application is made.

- ~~9. Where a person has been disqualified because of a conviction for a serious offence, it is the Council's policy not to consider an application for a period of 5 years from the date on which the period of disqualification expired.~~
- ~~10. The applicant is required to declare any foreign convictions. If the applicant has lived abroad during the previous 5 years prior to making the application, they are required to facilitate obtaining evidence from a foreign Embassy if necessary.~~

~~11. Where a person has been convicted of a serious criminal offence, it is the Council's policy not to consider a licence application for a suitable period from the date of conviction~~

- 9 The applicant must produce two recent passport sized photographs taken without sunglasses, headwear or similar. (unless worn for religious or medical reasons).
- 10 The applicant must meet the requirements of the Licensing Authorities Convictions Policy. (Appendix D)
- 11 All new applicants for private hire or hackney carriage licences will be required to attend a CSE awareness training session prior to their licence being granted

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**POLICY RELATING TO THE RELEVANCE OF CONVICTIONS, CAUTIONS AND
DRIVING LICENCE ENDORSEMENTS**

1. Introduction

1.1 The purpose of this policy is to provide guidance on the criteria taken into account by the licensing authority when determining whether or not an applicant or an existing licence holder is a fit and proper person to hold a hackney carriage and/or private hire driver or operator licence.

1.2 The overriding aim of the licensing authority is to protect the safety of the public. The licensing authority is concerned to ensure:

- That a person is a fit and proper person
- That the person does not pose a threat to the public
- That the public is safeguarded from dishonest person
- The safeguarding of children and young persons

1.3 This policy provides guidance to any person with an interest in taxi and private hire licensing. In particular, but not exclusively:

- Applicants for drivers' licences
- Existing licensed drivers whose licences are being reviewed
- Licensing officers
- Members of the Regulatory Committee (or other relevant decision making body)
- Magistrates hearing appeals against local authority decisions

1.4 Where licensing officers have delegated powers to grant licences, they will utilise these guidelines when making a decision to grant a licence. In appropriate circumstances applications for licences may be referred to the regulatory committee (or other relevant decision-making body). Whilst officers and the committee will have regard to the guidelines contained in the policy, each case will be considered on its individual merits and where the circumstances demand, the Committee/officer may depart from the guidelines.

2. General policy

2.1 There may be occasions where it is appropriate to depart from the guidelines, for example where the offence is a one-off occasion or there are mitigating circumstances or alternatively where there are many or continuous offences which may show a pattern of offending and unfitness.

2.2 A person with a ~~current~~ conviction for ~~serious crime~~ need not be ~~permanently~~automatically barred from obtaining a licence, but ~~should~~would normally be expected to

- (a) remain free of conviction for the 3 to 5 years, according to the circumstances, before an appropriate period; as shown in this appendix:

- (b) Show adequate evidence that her or she is a fit and proper person to hold a licence (the onus is on the applicant to produce such evidence). Simply remaining free of conviction may not generally be regarded as adequate evidence that a person is a fit and proper person to hold a licence.

2.3 Where an applicant has been convicted of a criminal offence, the licensing authority cannot review the merits of the conviction [Nottingham City Council v. Mohammed Farooq (1998)].

3. Appeals

3.1 Any applicant refused a driver's licence on the grounds that the licensing authority is not satisfied they are a fit and proper person to hold such a licence has a right to appeal to the Magistrates' Court within 21 days of the notice of refusal [LGMPA 1976, part II, section 77 (1)].

4. Powers

4.1 Section 61 and Section 62 of the LGMPA 1976 part II allow the licensing authority to suspend, revoke or refuse to renew a licence if the applicant.—Some discretion may be appropriate if the offence is isolated and there are mitigating circumstances. However, the overriding consideration should be the protection of the public/licence holder has been convicted of an offence involving dishonesty, indecency, violence; failure to comply with the provisions of the Town Police Clauses Act 1847; failure to comply with the provisions of Part II of the LGMPA 1976 part II; or any other reasonable cause.

4.2 The Rehabilitation of Offenders Act 1974 (Exceptions)(Amendment) Order 2002, allows the licensing authority to take into account all convictions recorded against an applicant or the holder of a private hire vehicle or hackney carriage driver's licence, whether spent or not. Therefore the licensing authority will have regard to all relevant convictions, particularly where there is a long history of offending or a recent pattern of repeat offending.

are admitted.

(a) Minor Traffic Offence

Convictions for minor traffic offences, e.g. obstruction, waiting in a restricted street, speeding, etc., should not prevent a person from proceeding with an application. If sufficient points have been accrued to require a period of disqualification of the applicant's driving licence then a hackney carriage or PHV licence may be granted after its restoration but a warning should be issued as to future conduct.

(b) Major Traffic Offences

An isolated conviction for reckless driving or driving without due care and attention etc., should normally merit a warning as to future driving and advice on the standard expected of hackney carriage and PHV drivers. More than one conviction for this type of offence within the last two years should merit refusal and no further application should be considered until a period of 1 to 3 years free from convictions has elapsed.

(c) Drunkenness

~~(i) — With Motor Vehicle~~

~~A serious view should be taken on convictions of driving or being in charge of a vehicle while under the influence of drink; the conviction of failure to provide a specimen of breath for a breath test, blood and/or urine will be treated in the same manner. An isolated incident should not necessarily debar an applicant permanently but strict warnings should be given as to future behaviour. More than one conviction for these offences should raise grave doubts as to the applicant's fitness to hold a licence. In all cases at least 5 years should elapse (after the restoration of the driving licence) before an applicant is considered for a licence. If there is any suggestion that the applicant is an alcoholic, a special medical examination should be arranged before the application is entertained. If the applicant is found to be an alcoholic a period of 5 years should elapse after treatment is complete before a further licence application is considered.~~

~~(ii) — Not in Motor Vehicle~~

~~An isolated conviction for drunkenness need not debar an applicant from gaining a licence. However, a number of convictions for drunkenness could indicate a medical problem necessitating critical examination (see (i) above). In some cases, a warning may be sufficient.~~

~~(d) — Drugs~~

~~An applicant with a conviction for a drug related offence should be required to show a period of at least 5 years free of convictions before an application is entertained, or 5 years after detoxification treatment if he/she was an addict.~~

~~(e) — Indecency Offences~~

~~As hackney carriage and PHV drivers often carry unaccompanied passengers, applicants with convictions for indecent exposure, indecent assault, importuning, or any of the more serious sexual offences will not normally be considered for the grant of a licence. In any event, applicants should be refused until they can show a substantial period (at least 5 years) free of such offences. More than one conviction of this kind should preclude consideration for at least 5 years. In either case if a licence is granted a strict warning as to future conduct should be issued.~~

~~(f) — Violence~~

~~As hackney carriage and PHV drivers maintain close contact with the public, a firm line should be taken with applicants who have convictions for grievous bodily harm, wounding or assault. At least 5 years free of such convictions should be shown before an application is entertained and even then a strict warning should be administered.~~

~~(g) — Dishonesty~~

~~Hackney carriage and PHV drivers are expected to be persons of trust. The widespread practice of delivering unaccompanied property is indicative of the trust that business people place in drivers. Moreover, it is comparatively easy for a dishonest driver to defraud the public by demanding more than the legal fare etc. Overseas visitors can be confused by the change in currency and become "fair game" for an unscrupulous driver. For these reasons a serious view should be taken of any conviction involving dishonesty. In general, a period of 5 years free of conviction should be required before entertaining an application.~~

Resolved by the Leisure and Environment Committee on 21st June 2001.

POLICY STATEMENT ON THE LICENSING OF EX-OFFENDERS AS HACKNEY CARRIAGE OR PRIVATE HIRE DRIVERS

4.3 In this policy the term "disqualification" refers to the period served, in order to take account of the fact that a court may reduce the period of disqualification from driving. An applicant must provide evidence in advance to prove that the court agreed a reduction in the period of disqualification.

5. Consideration of disclosed criminal history

5.1 As an organisation using the DBS to assess applicants' suitability for positions of trust, RBC's Environmental Services Department complies fully with the DBS Code of Practice and undertakes to treat all applicants for licences fairly.

~~We have a written policy on the licensing of those with convictions, entitled "Guidelines Relating to the Relevance of Convictions", which is made available to all Disclosure applicants at the outset of the licensing process.~~

~~A Disclosure is automatically requested for all applicants for a Hackney Carriage or Private Hire Driver's Licence. The Enhanced Level of Disclosure is required. Existing licence holders must provide a new Disclosure every three years.~~

~~When submitting an application for a licence to drive a hackney carriage or private hire vehicle an applicant is required to declare any convictions or cautions on the application form unless they are regarded as "spent" under the Rehabilitation of Offenders Act 1974. The information given will be treated in confidence and will only be taken into account in relation to the application.~~

5.2 We ensure that all those in the Environmental Services Department who are involved in the licensing decision making process have been suitably trained to identify and assess the relevance and circumstances of offences. We also ensure that they have received appropriate guidance and training in the relevant legislation relating to the licensing of ex-offenders.

5.3 At interview, or in a separate discussion, we ensure that an open and measured discussion takes place on the subject of any offences or other matter that might be relevant to the grant of a licence. Failure to reveal information that is directly relevant to the application could lead to refusal of the application.

~~We make every subject of a DBS Disclosure aware of the existence of the DBS Code of Practice, these can be accessed via Runnymede Councils website or the DBS website. We undertake to discuss any matter revealed in a Disclosure with the person applying for the licence before refusal of the application.~~

5.4 Under the provisions of Sections 51, 55, and 59, LGMPA 1976 part II, the licensing authority is required to ensure that an applicant for the grant or renewal of a hackney carriage and/or a private hire vehicle drivers' licence

and/or private hire vehicle operator's licence is a 'fit and proper' person to hold such a licence. However, if an applicant has any convictions, warnings, cautions or charges awaiting trial, the licensing authority will look into:

- How relevant the offence(s) are to the licence being applied for
- How serious the offence(s) were
- When the offence(s) were committed
- The date of conviction
- Circumstances of the individual concerned
- Sentence imposed by the court
- The applicant's age at the time of conviction
- Whether they form part of a pattern of offending
- Any other character check considered reasonable (e.g. personal references)
- Any other factors that might be relevant

5.5 Existing holders of a drivers licence are required to notify the licensing authority in writing within 7 days of receiving a driving licence endorsement, fixed penalty notice or criminal conviction (including cautions).

5.6 Applicants can discuss further what effect a caution/conviction may have on any application by contacting the licensing officer in confidence for advice.

5.7 The licensing authority conducts enhanced disclosures from the DBS of any applicant for a driver licence. The licensing authority follows the DBS Code of Practice on the fair use of disclosure information. A copy is available on request or on the DBS website

5.8 Applicants applying for the grant or a renewal of a drivers' licence will be required to obtain an enhanced disclosure at their expense. The licensing authority abides by the DBS Policy on the secure storage, handling, use, retention and disposal of disclosure information, which is available on request.

5.9 More information about the DBS can be found on their website at <https://www.gov.uk/government/organisations/disclosure-and-barring-service>

5.10 The licensing authority is also entitled to use other records and information that may be available to it in determining applications or an entitlement to continue holding a licence. This may include information held by the licensing authority or other licensing authorities, and information disclosed by the police under the Home Office scheme for reporting offences committed by notifiable occupations or any other scheme which supersedes it.

5.11 It is an offence for any person knowingly or recklessly to make a false declaration or to omit any material particular in giving information required by the application for a licence. Where an applicant has made a false statement or a false declaration on their application for the grant or renewal of a licence, the licence will normally be refused.

6 Serious offences involving violence

6.1 Licensed drivers have close regular contact with the public. A firm line is to be taken with those who have convictions for offences involving violence. An application will normally be refused if the applicant has a conviction for an offence that involved the loss of life.

6.2 In other cases anyone of a violent disposition will normally be refused to be licensed until at least 3 years free of such conviction. However, given the range of the offences that involve violence, consideration must be given to the nature of the conviction.

6.3 Unless there are exceptional circumstances a licence will not normally be granted where the applicant has a conviction for an offence such as:

- Murder
- Manslaughter
- Manslaughter or culpable homicide while driving
- Terrorism offences
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.4 A licence will not normally be granted where the applicant has a conviction for an offence of similar offence(s) which replace the offences below and the conviction is less than 10 years prior to the date of application:

- Arson
- Malicious wounding or grievous bodily harm which is racially aggravated
- Actual bodily harm which is racially aggravated
- Grievous bodily harm with intent
- Robbery
- Possession of firearm
- Riot
- Assault Police
- Common assault which is racially aggravated
- Violent disorder
- Resisting arrest
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.5 A licence will not normally be granted where the applicant has a conviction for an offence or similar offence(s) which replace the offences below and the conviction is less than 5 years prior to the date of application:

- Racially-aggravated criminal damage
- Racially-aggravated offence
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.6 A licence will not normally be granted where the applicant has a conviction for an offence or similar offence(s) which replace the offences below and the conviction is less than 3 years prior to the date of application:

- Common assault
- Assault occasioning actual bodily harm
- Affray
- S5 Public Order Act 1986 offence (harassment, alarm or distress)
- S.4 Public Order Act 1986 offence (fear of provocation of violence)
- S4A Public Order Act 1986 offence (intentional harassment, alarm or distress)
- Obstruction
- Criminal damage
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.7 A licence will not normally be granted if an applicant has more than one conviction in the last 10 years for an offence of a violent nature.

6.8 In the event of a licence being granted, a strict warning both verbally and in writing should be administered.

7. Possession of a weapon

7.1 If an applicant has been convicted of possession of a weapon or any other weapon related offence, this will give serious concern as to whether the person is fit to carry the public.

7.2 Depending on the circumstances of the offence, an applicant should be free of conviction for 3 years (or at least 3 years must have passed since the completion of the sentence, whichever is longer), before a licence is granted.

8. Sex and indecency offences

8.1 As licensed drivers often carry unaccompanied and vulnerable passengers, applicants with convictions for sexual offences will normally have their application refused (unless there are exceptional circumstances) where the applicant has a conviction for an offence such as:

- Rape
- Assault by penetration
- Offences involving children or vulnerable adults
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above
- Possession of indecent photographs, child pornography etc.
- Exploitation of prostitution
- Trafficking for sexual exploitation
- Sexual assault
- Indecent assault
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

8.3 Before an application is allowed, an applicant should be free of conviction for at least 7 years (or at least 3 years must have passed since the completion of the sentence, whichever is longer), if he/she has a conviction for an offence such as:

- Indecent exposure
- Soliciting (kerb crawling)
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

8.4 In addition to the above the licensing authority will not normally grant a licence to any applicant who is currently on the Sex Offenders Register.

8.5 A licence will not normally be granted if an applicant has more than one conviction for a sex or indecency offence

9. Dishonesty

9.1 A licensed PHV or taxi driver is expected to be a trustworthy person. They deal with cash transactions and valuable property may be left in their vehicles. Taxi drivers are required to deposit such property with police within 48 hours.. The

widespread practice of delivering unaccompanied property is indicative of the trust that business people place in licensed drivers. Moreover, it is comparatively easy for a dishonest driver to defraud the public by demanding more than the legal or agreed fare, etc. Overseas visitors can be confused by our currency and may be vulnerable to an unscrupulous driver. For all these reasons, a serious view is taken of any conviction involving dishonesty.

9.2 In general, a minimum period of 3 years free of conviction or at least 3 years from completion of sentence (whichever is longer) should be required before granting a licence. Offences involving dishonesty include:

- theft
- burglary
- fraud
- benefit fraud
- handling or receiving stolen goods
- forgery
- conspiracy to defraud
- obtaining money or property by deception
- other deception
- taking a vehicle without consent
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

10. Drugs

10.1 A serious view is taken of any drug related offence. The nature and quantity of the drugs, whether for personal use or supply are issues which should be considered.

10.2 A licence will not normally be granted where the applicant has a conviction for an offence related to the supply of drugs and has not been free of conviction for 5 years.

10.3 A licence will not normally be granted where the applicant has more than one conviction for offences related to the possession of drugs and has not been free of conviction for 5 years.

10.4 An application from an applicant who has an isolated conviction for an offence related to the possession of drugs within the last 3-5 years may be granted a licence, but consideration should be given to the nature and quantity of the drugs.

10.5 If there is evidence of persistent drugs use, misuse or dependency a specialist medical examination (in accordance with DVLA Group 2 medical standards) may be required before the licence is granted. If the applicant was an addict then they would normally be required to show evidence of 5 years free from drug taking after detoxification treatment.

11 Driving offences involving the loss of life

11.1 A very serious view is taken of any applicant who has been convicted of a driving offence that resulted in the loss of life.

A licence will not normally be granted unless the applicant is free of conviction for 7 years or (or at least 3 years must have passed since the completion of the sentence, whichever is longer) if they have a conviction for:

- Causing death by dangerous driving
- Causing death by careless driving whilst under the influence of drink or drugs
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

11.2 Before a licence is granted, an applicant should be free of conviction for 3 years (or at least 3 years must have passed since the completion of the sentence, whichever is longer), if he has a conviction for:

- Causing death by careless driving
- Causing death by driving: unlicensed, disqualified or uninsured drivers

12 Drink driving/driving under the influence of drugs

12.1 As licensees are professional vocational drivers, a serious view is taken of convictions for driving, or being in charge of a vehicle while under the influence of drink or drugs. An isolated incident would not necessarily debar an applicant from proceeding on the restoration of his DVLA driving licence but he should be warned as to the significant risk to his licence status in the event of re-offending. More than one conviction for these offences raises significant doubts as to the applicant's fitness to drive the public. At least 3 years, after the restoration of the driving licence following a drink drive conviction should elapse before an application will be considered. If there is any suggestion that the applicant is alcohol or drug dependent, a satisfactory special medical report must be provided before the application can be allowed to proceed.

13 Other driving offences

13.1 Private hire and hackney carriage drivers are professional drivers and must be aware of the safety of their passengers and the safety of their vehicles at all times. Any traffic offences could show a lack of responsibility whilst driving either due to the maintenance and safety of their vehicles or in the manner of their driving.

13.2 New applicants

13.3 Endorsable traffic offences

We will normally refuse your application if you have a conviction for a major traffic offence (more than six penalty points) in the last 2 years.

If you have 6 or fewer penalty points, we will not normally refuse your application for this reason alone.

13.4 Disqualification

Where an applicant has been disqualified from driving because of a major traffic offence the application will generally be refused unless a period of 2 years free from conviction has elapsed from the restoration of the DVLA licence.

13.5 Where several minor traffic offences have resulted in the applicant being disqualified from driving for a period of time this will normally be taken as reflecting seriously on the applicant's driving standard. Generally, a period of 2 years free from conviction must have elapsed from the restoration of the DVLA

13.6 In "totting-up" cases where disqualification is considered by the court, even if the court does not disqualify (e.g. because of exceptional circumstances) a driver, the licensing authority is likely to refuse a hackney carriage or private hire driver's licence because different criteria apply. An applicant will normally be expected to show a period of 12 months free from conviction from the date the court made its finding of exceptional circumstances justifying the non-disqualification.

13.7 Existing Licence Holders

13.8 Convictions for traffic offences may not automatically prevent a person from proceeding with a renewal of their licence, or from keeping their licence. An existing licence holder who has more than 6 penalty points or more on their driving licence due to multiple offences, or where a Court has considered disqualification due to 'totting up' (as per paragraph 13.6 of this Appendix) or for one isolated offence, will be required to appear before the Regulatory Committee to explain their convictions. The Committee then has the option to:

- a. Take no further action
- b. Give a written warning
- c. Require the driver to pass a DVSA private hire/hackney drivers test, at the driver's own expense, within 2 months of their decision
- d. Suspend the Licence upon conditions or for a period of time
- e. Revoke the licence.
- f. Refuse to renew the licence (if such an application is being considered)

13.10 Where an existing licence holder is convicted of an offence under, or has failed to comply with, the provisions of the Town Police Clauses Act 1847 or Part II of the LGMPA 1976 part II, an application for review of their licence will normally be referred to a Regulatory Committee who will consider whether to take any steps in relation to the licence.

The Committee will then have regard to all the circumstances including:-

- a. The seriousness of the offence (including the sentence imposed)
- b. Whether the offence was committed whilst acting as a hackney carriage or private hire driver
- c. Any previous convictions, cautions or fixed penalties received
- d. The licence holder's previous compliance record
- e. Evidence of previous good character
- f. Any mitigating factors involved in the commission of the offence

13.11 The Committee will then take such of the following steps as they feel are necessary, reasonable and proportionate, having regard to the need to protect the public and ensure that licences are only held by fit and proper persons:-

- a. Take no further action
- b. Issue a written warning
- c. Suspend the Licence
- d. Revoke the licence
- e. Refuse to renew the licence (if such an application is being considered)

13.12 Endorsement codes and penalty points

Each endorsement has a special code and is given 'penalty points' on a scale from 1 to 11. There are more points for more serious offences.

The table on the link below shows the offence codes that can be put on your driving record. It also shows how many penalty points you can get for them. Some offences may also involve a disqualification.

<https://www.gov.uk/penalty-points-endorsements/endorsement-codes-and-penalty-points>

Offence codes and penalty points must stay on your driving record for 4 or 11 years depending on the offence.

14. Offences under the Town Police Clauses Acts and Part II of the Local Government (Miscellaneous Provisions) Act 1976

14.1 One of the main purposes of the licensing regime set out in the Town Police Clauses Acts and Part II of the LGMPA 1976 part II ("the Acts") is to ensure the protection of the public. For this reason a serious view is taken of convictions for offences under the Acts (including illegally plying for hire) when deciding whether an applicant for a new licence or an existing driver is to be treated as a fit and proper person to hold a licence.

14.2 In particular, an applicant will normally be refused a licence where they have been convicted of an offence under the Acts at any time during the 6 months preceding the application or have more than one conviction within the last 2 years preceding the date of the application.

14.3 If the individual is the subject of an outstanding charge or summons their application can continue to be processed, but the application will need to be reviewed at the conclusion of proceedings. Where information is received through the Notifiable Occupations Scheme (or any scheme which replaces this) on existing licence holders, consideration will be made at committee.

14.4 If the outstanding charge or summons involves a serious offence and the individual's conviction history indicates a possible pattern of unlawful behaviour or character trait, then in the interests of public safety any new application may be refused until proceedings are concluded.

14.5 A suspension or revocation of the licence of a driver takes effect at the end of the period of 21 days beginning with the day on which notice is given to the driver. If it appears that the interests of public safety require the suspension or revocation of the licence to have immediate effect, and the notice given to the driver includes a statement that is so and an explanation why, the suspension or revocation takes effect when the notice is given to the driver. [Road Safety Act 2006, s 52, 2A&2B]

15 Non-conviction information

15.1 If an applicant has, on more than one occasion, been arrested or charged, but not convicted, for an offence which suggests they could be a danger to the

public, consideration should be given to refusing any application or seeking revocation or suspension of an existing licence. Such offences would include serious violent offences and serious sex offences.

15.2 In assessing the action to take, the safety of the travelling public must be the paramount concern.

16 Cautions

16.1 Admission of guilt is required before a caution can be issued. Every case will be considered on its own merits including the details and nature of the offence.

17 Licensing offences

17.1 Certain offences under taxi legislation such as illegally plying for hire, overcharging and refusing to carry disabled persons would normally prevent a licence being granted or renewed until a period of 3 years has passed since .

18 Insurance offences

18.1 A serious view will be taken of convictions of driving or being in charge of a vehicle without insurance. An isolated incident in the past will not necessarily stop a licence being granted provided he/she has been free of conviction for 3 years; however strict warning should be given as to future behaviour. More than one conviction for these offences would normally prevent a licence being granted or renewed.

18.2 At least three years should elapse (after the restoration of the DVLA driving licence), before a licence would normally be granted for a hackney carriage or private hire drivers licence. An operator found guilty of aiding and abetting the driving passengers for hire and reward whilst without insurance will have his operators' licence revoked immediately and prevented from holding a licence for 3 years.

19 Licences issued by other licensing authorities

19.1 Applicants who hold a licence with one licensing authority should not automatically assume that their application will be granted by another. Each case will be decided on its own merits.

20 Summary

20.1 To summarise, a criminal history in itself may not automatically result in refusal and a current conviction for a serious crime need not bar an applicant permanently from becoming licensed. As the preceding paragraphs indicate, in most cases, an applicant would be expected to remain free from conviction for 3 to 10 years, according to circumstances, before an application can be considered. However, there may be occasions when an application can be allowed before 3 years free from conviction have elapsed.

20.2 Any person who has committed an offence and has to wait before an application is positively considered is more likely to value their licence and act accordingly.

20.3 While it is possible that an applicant may have a number of convictions that, individually, meet the above guidelines, the overall offending history must be considered when assessing an applicant's suitability to be licensed. A series of offences over a period of time is more likely to give cause for concern than an

isolated minor conviction. Obviously some discretion can be afforded if an offence disclosed is isolated and there are mitigating circumstances, but the overriding consideration is the protection of the public.

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12. KNOWLEDGE TEST POLICY

12.1. INVIGILATION

- 12.2. An invigilator will monitor your behaviour during the test, and ensure that the test is conducted in accordance with test rules and policy.
- 12.3. If, in the opinion of the invigilator, the test has not been conducted in accordance with the test rules and policy, all test results and question papers etc. are void.
- 12.4. If you have any questions before or during the test, you may ask the invigilator. However, the invigilator will not explain subject-specific terms or expressions or otherwise say or do anything that could be interpreted as giving applicants an advantage.

12.5. First language policy

- 12.6. All question papers and answers etc. will be provided in English only.
- 12.7. No translation or interpretation of questions/answers, question papers or other such matter associated with the test shall be permitted and/or accepted.

12.8. Equipment, materials and other items

- 12.9. You must not use or have in your possession any of the following equipment / materials whilst taking your test.

- (a) Mobile Phone
- (b) Calculator
- (c) Pager
- (d) Laptop/PC
- (e) Other communications equipment
- (f) Other (multi) media equipment
- (g) Paperwork/documentation
- (h) Any books, magazines or similar
- (i) Any other equipment/materials that may help with the test
- (j) [Any camera or recording device](#)

- 12.10. If you are in possession of any of the above items at the time of taking your test, you must ensure that these are handed to the invigilator for supervision before taking the test. Possession and/or use of any such equipment/materials will result in automatic disqualification and all results will be void.

- 12.11. Except for the invigilator, you are not permitted to take anyone else to sit with you whilst taking your test. Contact and/or discussion with anyone else during the test will result in automatic disqualification and all results will be void.

12.12. Cheating

- 12.13. A serious view will be taken of any action(s) that may be interpreted as cheating during a test. Hackney carriage and/or private hire drivers are expected to be persons of trust. Therefore, in all cases of proven or otherwise suspected

cheating, all test results and question papers etc. will be void. Suspected cheating may also be taken into consideration in determination of an applicant's propriety.

12.14. Safety & Welfare

12.15. If the fire alarm goes off during a test, you should evacuate the building with the invigilator. You must remain at the visitors muster point until the disruption is over. Where appropriate, you may need to make an appointment to retake the test at a future point.

12.16. Should you need to leave the test room during the test (e.g. to use the toilet), you must ask the invigilator. The invigilator may accompany the applicant to ensure that the test is conducted in accordance with test rules and policy.

12.17. If you feel unwell and/or too ill to continue the test, please tell the invigilator. Where appropriate, you may need to make an appointment to retake the test at a future point.

12.18. Points of dispute

12.19. If you feel aggrieved by the results of your test or believe that the results of your test are incorrect, you should direct your concerns or enquires (in writing) to the Environmental Health & Licensing Manager, Runnymede Civic Centre, Station Road, Addlestone, Surrey KT15 2AH.

12.20. Knowledge Test Guidance

12.21. The test will be held once a month at the Civic Centre please ensure you arrive in plenty of time as no extra time will be given.

12.22. You have one hour to complete parts 1 and 2 of the test and a further half hour to complete the Hackney Carriage route test, if applicable. On the day of the test you are required to bring your DVLA driving licence or passport with you. There will be a fee for each subsequent resit.

12.23. You can book your knowledge test by calling 01932 425711, places are allocated on a first come first served basis.

12.24. It is a written test and you will need a good working knowledge of the Runnymede Borough Council area. If the examiner cannot read an answer it will not receive a mark. There are three parts to the test as follows.

12.25. Part 1 (All applicants)

Questions on Bylaws, requirements, conditions and fares which are supplied in your taxi pack (multiple choice answers). Pass mark 20 out of 25.
This will also include a numeracy test. Pass mark 5 out of 5.

12.26. Part 2 (All applicants)

You will be tested on your knowledge of 60 locations in Runnymede and will be expected to be able to name the exact road name and town.

These could include the following;

Trading Estates	Schools
Historical places	Parks
Mobile home sites	Social Centres

Locks
Care homes
Museums
Places of interest

Pubs/Restaurants
Golf courses
Health centres
Companies

12.27. Part 3 (Hackney carriage applicants only)

Write three routes from each of the ranks at Egham, Chertsey and Addlestone to a named location in the borough. Include all road names, direction of turns at junctions, roundabouts and traffic lights. Pass mark 6 out of 9.

Each question has only ONE correct answer
Pens & paper are provided.

You will be informed of your result in writing within seven working days. Each part must be completed successfully.

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APPENDIX F

PRIVATE HIRE DRIVERS AND VEHICLE LICENCES - CONDITIONS AND REQUIREMENTS

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976, PART II
Section 51(2)

PRIVATE HIRE DRIVERS - LICENSING CONDITIONS

INTRODUCTION

The LGMPA 1976 part II, brought into operation controls in respect of private hire vehicles and enabled district councils to introduce by resolution in their areas a comprehensive system of licensing controls over these vehicles.

Such a resolution was passed by Runnymede Borough to take effect from 1st April 1978 and it is through the powers adopted under this legislation that the Council imposes conditions in respect of the various types of licences granted. These conditions are set out in full in this booklet, together with a summary of the main provisions of the Act

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

PRIVATE HIRE DRIVERS - LICENSING CONDITIONS

The conditions are those that the licensing authority generally considers reasonably necessary and will normally be applied in respect of private hire vehicle drivers as detailed below.

Definitions

In these conditions unless the subject or context otherwise require:-

"The Council" means the Council of the Borough of Runnymede.

"Driver" means a person holding and acting in accordance with a private hire driver's licence issued by the Council.

"Vehicle" means a private hire vehicle licensed by the Council.

1) Conduct of Driver

The driver shall:-

- (a) afford all reasonable assistance with passengers' luggage.
- (b) at all times be clean and respectable in their dress and person and behave in a civil and orderly manner.
- (c) take all reasonable steps to ensure the safety of passengers conveyed in, entering or alighting from the vehicle driven by them.
- (d) not without the express consent of the hirer, eat in the vehicle.
- (e) not without the express consent of the hirer play any radio or sound reproducing instrument or equipment in the vehicle other than for the purpose of sending or receiving messages in connection with the operation of the vehicle.
- (f) at no time cause or permit the noise emitted by any radio or other previously mentioned equipment in the vehicle which they are driving to be a source of nuisance or annoyance to any person, whether inside or outside the vehicle.

2) Passengers

- (a) The driver shall not convey or permit to be conveyed in a private hire vehicle a greater number of persons than that prescribed in the licence for the vehicle.
- (b) The driver shall abide by UK seatbelt law and in addition must not allow there to be conveyed in the front of a private hire vehicle:-
 - (i) any child below the age of 12 years:
 - ~~(ii) —more than one person above that age.~~
- (c) The driver shall not without the consent of the hirer of a vehicle convey or permit to be conveyed any other person in that vehicle.

3) Lost Property

- (a) The driver shall immediately after the termination of any hiring of a private hire vehicle or as soon as practicable thereafter carefully search the vehicle for any property which may have been accidentally left there.
- (b) If any property accidentally left in a private hire vehicle by any person who may have been conveyed therein is found or handed to the driver they shall, within 48 hours, take all such property to the local police

station within the County of Surrey and leave it in the custody of the officer in charge.

4) Written Receipts

The driver shall if requested by the hirer of a private hire vehicle provide them with a written receipt for the fare paid.

5) Animals (general)

The driver shall not convey in a private hire vehicle any animal belonging to or in the custody of themselves, the proprietor or operator of the vehicle, and any animal belonging to or in the custody of any passenger which in the driver's discretion may be conveyed in the vehicle shall only be conveyed in the rear of the vehicle.

6) Assistance Dogs

Except where medical grounds exist justifying its omission: "Private Hire Drivers must carry a Guide, Hearing or Assistance Dog belonging to a passenger free of charge."

7) Prompt Attendance

The driver of a private hire vehicle shall, if they are aware that the vehicle has been hired to be in attendance at an appointed time and place, or has otherwise been instructed by the operator or proprietor of the vehicle to be in attendance at an appointed time and place, punctually attend at the appointed time and place, unless delayed or prevented by some sufficient cause.

8) ~~Copy of Conditions~~

~~The driver shall at all times when driving a private hire vehicle carry with them a copy of these conditions and shall make it available for inspection by the hirer or any other passenger on request.~~

9) Notification of Change of Address

The driver shall notify the Council in writing of any change of their address during the period of the licence within fourteen days of such change taking place.

10) Disclosure of Convictions / Driving Licence Endorsements

The driver shall within 7 days disclose to the Council, in writing ~~details, within 7 calendar days~~ of any ~~convictions imposed or change to their criminal record and/or status, any arrest, formal caution, pending prosecutions, summonses, warnings, fixed penalty notice and/or driving licence endorsements etc.~~ issued by the police or any other authority, or any court cases (whether civil, criminal or for a motoring offence) listed or pending against them during the ~~period~~ term of their licence.

11) Driver's Badge

The badge issued to the driver by the Council when granting this licence remains the property of the Council, and must be returned the Council forthwith

upon the expiry (without immediate renewal), revocation or suspension of this licence. Any deposit for the driver's badge which may from time to time be determined by the Council shall be refunded upon the badge being returned in a satisfactory condition.

NB:The general conditions referred to above should not be seen as a comprehensive or exhaustive list of conditions or, in any way, be regarded as standards to be automatically applied in all cases. Where appropriate, the licensing authority may remove, modify and/or attach additional and/or alternative conditions appropriate to the individual circumstances of the case.

12) Safeguarding training in relation to Child Sexual Exploitation (CSE).

It is a condition that a private hire driver must have attended a CSE training session and those drivers who have not done so must attend by (date to be notified)

NOTE- this condition is not yet effective, its introduction will be announced in due course.

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LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976, PART II
Section 48(1)

PRIVATE HIRE VEHICLE LICENCE – VEHICLE REQUIREMENTS

An application for a vehicle licence will not be considered if the vehicle concerned does not satisfy the definition of a private hire vehicle, as set out in Section 80 of the LGMPA 1976 part II, (i.e. a car constructed or adapted to seat fewer than nine passengers), or fails to meet the following requirements:-

- (a) The vehicle must be of a four door saloon or estate car type but does not include a convertible or soft top vehicle.
- ~~(b) If fitted with a sun roof and the vehicle was first registered prior to 1 September 2009 it must not exceed 50% of the roof area.~~
- (b) Must have an engine capacity of a minimum of 1300 cc, although smaller efficient modern engines may be acceptable
- (c) Must have a minimum seat width of 41 cm per passenger.
- (d) Passengers must have clear access and egress from every seat for which the vehicle is licensed.
- (e) Each seat to have a 3 point lap and diagonal seat belt
- (f) It is a requirement that MOT tests are undertaken at 6 monthly intervals once a vehicle is over 4 years old. You will be expected to produce a certificate at the time of vehicle licensing/re-licensing and at an interval of 6 months thereafter.
- (g) A vehicle under 4 years old is required to have an MOT test annually at licensing/re-licensing.
- (h) Vehicles will be refused a licence for any advisory on a Mot which advises on the following areas unless evidence is produced to show that the advisory point has been repaired or replaced:
 - Any part of the steering mechanism
 - Any part of the braking system
 - Tyres
 - Any part of the suspension system
- (i) When licensing/re-licensing a vehicle the MOT test certificate should be obtained **no more than 5 working days prior to licensing application date.**
- (j) Vehicles must meet or must have met European and UK vehicle safety standards at the time of manufacture.
- ~~(k) A fire extinguisher of dry powder, foam or CO2 of not less than 2 lb/0.9 kg capacity which is approved to BS EN3 standards is to be provided in the vehicle cab or boot. This fire extinguisher is to be accessible and maintained in serviceable condition.~~

(l) A medium size first aid box which caters for 1 – 8 passengers and complies with BS8599-2 which is approved to BS EN3 standards is to be provided in the vehicle cab or boot. This first aid box is to be accessible and kept fully stocked.

(m) Exterior of the vehicle

- The vehicle must be submitted for inspection in a clean state such that an effective inspection is possible. Should the vehicle be submitted in an unclean state then the application shall be refused
- The exterior of the vehicle should not show signs of rusting
- The paintwork should not be faded or show signs of mis matched repairs or have any scratches, scuffs, cracks or abrasions where the top layer of paint has been removed
- The bodywork should be maintained so as to be in excellent condition and be free of large dents. (a large dent is not defined, this will be determined decided on its own merits by the licensing officer)
- Have wheels and wheel trims that have significant damage which detracts from the overall excellent condition of the vehicle.

(n) Interior of vehicle

- The seating and carpet areas of the vehicle shall not show signs of: a) staining b) damp c) fraying or ripping of the material d) seat covers that are loose or badly fitted.
- The seats should provide sufficient support for comfortable travel and should not demonstrate excessive compression of the seating area or wear within the support mechanism. Any mechanism for adjusting the height or angle of the seat must be in working order
- Interior panels and fittings within the vehicle should not be damaged nor show excessive wear, or staining.
- The interior of the vehicle should not have damp or noxious smells

(o) left hand drive vehicles will not be licenced except for limousines, providing they have been inspected by the Driver and Vehicle Standards Agency and have an approval certificate issued for Single Vehicle approval. Or, from October 2014, a certificate for Individual Vehicle Approval carried out to the normal inspection standard.

(p) the vehicle must not be fitted with or carry signs or advertisements illuminated or otherwise save for the name and telephone number of the firm, which may be displayed on the side of the vehicle in lettering of not more than 3 inches in height, and such lettering shall not be illuminated or include the words "cab", "taxi-cab" or "taxi".

(q) the vehicle must not be an Austin FX4 or be of similar appearance.

~~Before a private hire vehicle licence will be granted, the vehicle must have fitted in a readily accessible position, a dry powder type fire extinguisher of not less than 2 lb/0.9 kg capacity, or other suitable type approved by the Council, and when a licence is granted the licence plate issued by the Council must be fitted and displayed on the vehicle in accordance with the licensing conditions.~~

(r) Vehicle's must not be fitted with second-hand 'part worn' tyres. All tyres must have been purchased as 'new tyres'.

(s) Vehicle windows

- all rear windows must allow at least 70% of light to be transmitted through them.
- No vehicle shall be fitted with any form of additional film to darken or tint the windows on any part of the vehicle.
- Front side windows and the front windscreen must meet the requirements of the Road Vehicles (Construction and Use) Regulations 1986 as amended. This states at least 75% through the windscreen and 70% through the front side windows.

Privacy glass shall only be accepted where it is fitted to a plate exempt vehicle

(t) Identification of Private Hire vehicles

An adhesive sign (the size of the lettering which shall be as specified by the Council) containing the wording "Private hire vehicle Pre-Booked Only" printed in black against a white background with a black boundary is displayed on both front doors of private hire vehicles apart from those which are plate exempt.

The operators name phone number and internet address can be displayed below this sign providing such lettering is no larger than the lettering on the adhesive sign.

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976, PART II
Section 48(2)

PRIVATE HIRE VEHICLE LICENCE - CONDITIONS OF LICENCE

These conditions are additional to the requirements of Part II of the LGMPA 1976 part II, controlling the operation of vehicles for the purpose of private hire and all proprietors will be expected to be familiar with these conditions as well as the relevant provisions of the Act.

Definitions

In these conditions unless the subject or context otherwise requires:-

"Proprietor" means the holder of a Private Hire Vehicle Licence.

"Council" means the Council of the Borough of Runnymede.

"Driver" means a person holding and acting in accordance with a private hire driver's licence issued by the Council.

"Licence" means a Private Hire Vehicle Licence issued by the Council.

"Vehicle" means a private hire vehicle licensed by the Council.

"Licence Plate" means the plate issued by the Council for the purposes of identifying the vehicle as a private hire vehicle duly licensed by the Council.

1. Vehicle Requirements

Every Proprietor of a vehicle shall ensure that:-

(a) The vehicle and all its fittings and equipment are kept at all times when the vehicle is in use or available for hire in a watertight, mechanically sound, efficient, safe, clean and tidy condition, and that all relevant statutory requirements are fully complied with including in particular those contained in the Motor Vehicles (Construction and Use) Regulations.

b) They comply at all times with the requirements of Runnymede Borough Council as stated in Appendix F to this policy.

The vehicle is fitted with an external driving mirror.

(b) the vehicle is provided with satisfactory interior lighting.

(c) a spare wheel is carried together with suitable tools to fit same when required or alternative device where fitted as standard by the manufacturer

(d) a suitable and efficient fire extinguisher of a type approved by the Council (e.g. either dry powder or vaporising liquid types of not less than 2 lb/0.9 kg capacity) is provided in such a position in the vehicle as to be readily visible for immediate use in an emergency and is maintained in a satisfactory working order.

(e) a suitably stocked first aid box is provided and kept in a position as to be readily available for use.

~~(f) the seats of the vehicle are properly cushioned or covered and fitted with 3 point lap and diagonal safety belts.~~

~~(g) the floor is provided with a proper carpet, mat or other suitable covering.~~

~~(h) the vehicle, together with all its fittings and equipment, is kept in an efficient, safe, watertight, clean and tidy condition and all relevant statutory requirements are fully complied with, including in particular those contained in Motor Vehicles (Construction and Use) Regulations.~~

2. Taxi meter

If a taxi meter is fitted it must be ~~calendar controlled with Runnymede Borough Council tariff and :-~~

~~(a) sealed (or otherwise incapable of tampering);~~

~~(b) calendarised; and~~

~~(c) programmed in accordance with the current scheme of fares in force for the time being.~~

3. The Licence Plate

The ~~licence plate shall be displayed as follows~~

~~(a) exterior, at the rear of the vehicle; and~~

~~(b) interior, in the form of a window disc on display in the top nearside front windscreen.~~

~~The proprietor shall at all times when the vehicle is being used as a Private Hire vehicle cause the licence plate and interior window disc, issued by the Council, to be displayed on the vehicle. The licence plate shall be fixed in an upright position and displayed outside and on the rear of the vehicle either immediately above or below the bumper in such position that the vehicle's registration number is not obscured and with the details of the licence plate clearly visible.~~

~~The proprietor or driver shall not wilfully or negligently cause or suffer the licence plate or interior window disc attached to the vehicle, in pursuance of this condition, to be concealed from public view nor shall the proprietor allow the licence plate to be so defaced that any figure or material particular is illegible.~~

~~The licence plate shall remain the property of the Council and where a licence lapses or is suspended or revoked, shall be returned immediately to the Council. Any deposit which may from time to time be determined by the Council shall be refunded upon the plate being returned in a satisfactory condition. A deposit will be forfeit where formal procedures have to be adopted by the Council to secure the recovery of the plate. A separate policy has been produced for plate exempt vehicles.~~

4. Window Disc

~~The Window Disc must be displayed on the front windscreen at all times as directed by the Licensing Officer.~~

4. **Dual Plating**

Dual plating is not permitted on any Runnymede licenced vehicles. Any vehicle licenced by Runnymede will not be permitted to become licenced with any other district / borough / Public Carriage Office.

No vehicle will be granted a licence if it is licensed in another district / borough / Public Carriage Office.

5. **Display of Signs, Notices and Advertisements on Licenced Vehicles**

No signs, marks, notices or advertisements whatsoever shall be displayed on or from ~~the a private hire~~ vehicle whether in connection with its use for private hire or otherwise, except for the name address, web contact and telephone number of the proprietor or the name under which they carry on their business. These may not be displayed on the front elevation (radiator grill and area either side of it), the windows and any other glass area, bumpers or wheels. Such lettering shall not be illuminated or include the words "cab", "taxi-cab" or "taxi". No advertising is to be within 30cm of the Private Hire licence plate.

The licensing authority reserves the right to require any advertisement which contravenes the above to be removed where appropriate.

6. **Roof Mounted Signs**

So as to avoid any confusion with a hackney carriage, the licensing authority will normally seek to ensure that private hire vehicles do not employ, display or otherwise have affixed –

(a) any form of roof-mounted sign (whatever its wording);

(b) any advertising or sign (roof-mounted or otherwise) that use the words Taxi, 'Hackney', 'Cab' or 'For Hire'

6. **Display of Licence Details inside the Vehicle**

The proprietor shall cause to be clearly marked and maintained inside the vehicle in such a position as to be visible at all times to persons conveyed therein the licence number with the number of passengers prescribed in the licence.

7. **Alterations to the Vehicle**

No material alteration or change in the specification, design, condition or appearance of the vehicle shall be made without the approval of the licensing authority at any time while the licence is in force.

8. **Change of Proprietor's Address**

In the event of a proprietor of a vehicle changing their address they shall, within 14 days of the change taking place, give notice in writing to the Council's Director of Technical Services Environmental Health and Licensing Manager of their new address.

9. Change of Vehicle

Where a proprietor wishes to transfer their licence to another vehicle, they must first notify the Council's [Director of Technical Services](#) [Environmental Health and Licensing Manager](#) and arrange for that vehicle to be [mechanically](#) inspected by the Council at such time and place as may be required by the said officer.

~~10. Disclosure of Convictions~~

~~The proprietor shall within seven days disclose to the Council, in writing, details of any convictions imposed on them (or, if the proprietor is a company or partnership, on any other directors or partners) during the period of the licence.~~

10. Compliance with Licence Conditions

The proprietor must ensure that all persons involved in the driving or operation of the vehicle for private hire purposes are fully aware of these licence conditions and the proprietor must also ensure that the conditions are fully observed and carried out.

11. Insurance ~~(June 1999)~~

~~For this purpose, and by way of ensuring adequate cover for all parties, a 'suitable policy of insurance' will normally be taken to mean –~~

~~(e) a valid policy that provides indemnity cover for all passengers;~~

~~(f) a valid policy that provides indemnity cover for each driver of the vehicle;~~

~~(g) a valid policy that provides the cover for business use on hire and reward as a hackney carriage or private hire vehicle as may be appropriate.~~

~~(h) The minimum period of validity for an insurance cover shall be not less than document is 30 days.~~

~~(b) Evidence of renewal of insurance cover shall be submitted, by the proprietor, to the Director of~~

~~Technical Services, within 7 days of the expiry of the previous certificate of insurance.~~

14. Electronic cigarettes and their derivatives For the safety and comfort of the public, the use of electronic cigarettes or derivatives in licenced vehicles is prohibited.

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 PART II

A summary of the main requirements of the above Act in respect of the control, operation and licensing of private hire vehicles.

PRIVATE HIRE VEHICLE LICENCE – STATUTORY PROVISIONS

1. Private Hire Licences

Before a vehicle can be used for the purposes of private hire, the following licences must have been obtained from the licensing authority and be currently in force:-

- (a) an operator's licence - sections 55 and 56
- (b) a vehicle licence - section 48
- (c) a driver's licence - section 51

2 Submission of Information - Section 57

The licensing authority can require an applicant for a licence to submit information as may be considered reasonably necessary to enable an application to be determined.

3. Vehicle Requirements - Section 48

Before a licence will be granted for a vehicle the licensing authority must be satisfied that:-

- (a) it is of suitable type, size and design (~~see LICENSING PROCEDURES~~)
- (b) it is not of such design and appearance as to be mistaken for a hackney carriage
- (c) it is in a safe, comfortable and suitable mechanical condition
- (d) it is adequately insured.

4. Vehicle Plate - Sections 48

The licence plate issued by the licensing authority must, when the vehicle is in use, be displayed in accordance with the licensing conditions.

5. Transfer of Vehicle - Section 49

The proprietor of a private hire vehicle must notify the Council within 14 days if he transfers his vehicle and licence to another party.

6. Inspection of Vehicle and Documents - Section 50

The proprietor of a private hire vehicle must:-

- (a) Without prejudice to the provisions of Section 68 of this Act, the proprietor of a licensed private hire vehicle shall present the vehicle for inspection and testing when required to do so by the Council within such period and at such place within the area of the Council as they may by notice reasonably require (but not more than three inspections during any one period of 12 months).
- (b) ~~state where the vehicle is garaged when not in use.~~

(b) The proprietor of a licensed private hire vehicle may be required to give the Council in writing the address of every place the vehicle is kept when not in use and afford to them such facilities as may be reasonably necessary to enable them to inspect and test the vehicle there.

(c) ~~notify the Council~~The proprietor of a licensed private hire vehicle shall at the request of an authorised officer of the Council produce for inspection the vehicle licence and the certificate of the policy of insurance.

7. Accidents - Section 50

(a) The proprietor of a licensed private hire vehicle shall report to the Council as soon as reasonably practicable and in any case within 72 hours of the occurrence of thereof, any accident to the vehicle which causing damage materially affects its affecting the safety, performance or appearance of the vehicle or the comfort or convenience of the persons carried therein.

~~(d) when required by an authorised officer of the Council produce the vehicle licence and Certificate of Insurance for inspection.~~

(b) Contravention of the provision of this Section shall be an offence.

8. Driver's Badge and Licence - Sections 53 and 54

A driver must at all times when driving a vehicle for private hire purposes wear the badge issued by the Council in such a position and manner as to be plainly and distinctly visible and when required by an authorised officer or police constable produce his licence for inspection.

9. Operators of Private Hire Vehicles - Section 56

An Operator must keep records of all private hire bookings and vehicles operated by him in accordance with the conditions of his licence, and when required by an authorised officer or constable be prepared to produce these and his licence for inspection.

10. Appeals - Section 77

Proprietors, Drivers and Operators of private hire vehicles have the right of appeal to a Magistrates' Court if they are aggrieved by the Council's refusal to grant a licence or by any conditions specified therein. Appeals must be made within 21 days of receipt of the relevant notification.

11. Return of ~~Vehicle Plate~~ on Revocation, Expiry or Suspension of Licence - Section 58

~~The vehicle licence plate must be returned to the Council when a licence expires, is suspended or revoked.~~

(a) On revocation, expiry or suspension of a licence the Council may by notice require the proprietor of that licensed private hire vehicle to return to them within 7 days after the service on him of that notice, the plate issued to him by the Council.

(b) if any proprietor fails without reasonable excuse to comply with the items of this notice

(i) he shall be guilty of an offence, and

(ii) any authorised officer of the Council or constable may remove and retain the plate.

12. Suspension, Revocation or Refusal to Renew Licences - Sections 60, 61 and 62

The Council has the power to refuse to renew a licence or to suspend or revoke it if:-

- (a) in the case of a vehicle they are not satisfied as to its fitness;
- (b) in the case of a driver, they have been convicted of an offence involving dishonesty, indecency or violence, or they have been convicted of an offence under the provisions of this part of the Act.
- (c) in the case of an operator, they have been convicted of an offence under this part of the Act, or they has behaved in a matter which renders them unfit to hold a licence.

13. Prohibition on the use of Hackney Carriage Stands - Section 64

It is an offence for a private hire vehicle to wait on any hackney carriage stand.

14. Prolongation of Journeys - Section 69

It is an offence for a driver of a private hire vehicle to unnecessarily prolong a journey in distance or time.

15. Taximeters for Private Hire Vehicles - Section 71

Private hire vehicles are not required to be fitted with any form of taximeter but if such an appliance is fitted, it must then be tested and approved by the Council and it ~~become~~becomes an offence for any person to tamper with the meter or its seals.

16. Obstruction - Section 73

It is an offence to obstruct any authorised officer of the Council or police constable in the performance of their duties under this part of the Act.

17. Penalties - Section 76

~~Persons found guilty of any~~ Any person who commits an offence under~~against any of~~ the provisions of this part of the ~~Act~~ may act in respect of which no penalty is expressly provided shall be liable, on summary conviction, to a fine not exceeding ~~Level 3~~level three on the ~~Standard Scale of the Criminal Justice Act 1982 which at the time of printing was set at~~ £1000~~standard scale~~.

18. Definition of a Private Hire Vehicle - Section 80

For the purposes of the Act, a private hire vehicle is defined as a motor vehicle constructed or adapted to seat fewer than nine passengers, other than a hackney carriage or public service vehicle, which is provided with the services of a driver for the purposes of carrying passengers.

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**HACKNEY CARRIAGE DRIVERS AND VEHICLES - LICENSING CONDITIONS,
REQUIREMENTS AND BYLAWS**

HACKNEY CARRIAGE BYLAWS

INTRODUCTION

The Town Police Clauses Act 1847 empowers the Council to control the operation of hackney carriages in the whole or any part of its district. In the case of Runnymede Borough Council, the whole of the district has been prescribed as a controlled area and consequently all hackney carriage vehicles and drivers operating in its district must be licensed. It is under this Act that the Council is able to make bylaws to regulate the general standard of vehicles and the conduct and behaviour of the drivers and proprietors.

Part II of the LGMPA 1976 part II contains provisions which allow district councils, by resolution, to bring into operation in their areas, a comprehensive system of licensing controls over private hire vehicles together with additional powers in relation to the licensing of hackney carriages and their drivers. These powers were adopted by Runnymede Borough Council, and took effect from 1st April 1978. It is under this legislation that the Council imposes conditions on the various licences which it grants.

These conditions and bylaws are set out in full in this booklet, together with a summary of the main provisions of the Act.

REPEAL OF BYLAWS

The bylaws relating to hackney carriages in the district of the former Chertsey Urban District Council and the area added to the district of Runnymede by Article 4 of the Runnymede and Woking (Areas) Order 1977 which were made by the Runnymede District Council on 27th February 1978 and confirmed by one of Her Majesty's Principal Secretaries of State on 1st June 1978 and the bylaws relating to hackney carriages in the district of the former Egham Urban District Council, which were made by the Runnymede District Council on 5th July 1978, and confirmed by one of Her Majesty's Principal Secretaries of State on 25th August 1978 are hereby repealed.

Dated twenty-third day of February 1982

The COMMON SEAL of

RUNNYMEDE BOROUGH COUNCIL

was hereunto affixed in

the presence of: Clerk and Chief Executive

REQUIREMENTS AND BYLAWS

HACKNEY CARRIAGE BYLAWS

Bylaws made under section 68 of the Town Police Clauses Act 1847 and section 171(4) of the Public Health Act 1875 by the Borough Council of Runnymede with respect to hackney carriages in the District of the Borough of Runnymede.

1. Interpretation

Throughout these bylaws "the Council" means the Borough Council of Runnymede and "the District" means the District of the Borough of Runnymede.

2. Display and Condition of Vehicle Licence No. and Plate

Provisions regulating the manner in which the number of each hackney carriage, corresponding with the number of its licence, shall be displayed.

(i) The Proprietor of a hackney carriage shall cause the number of the licence granted to him in respect of the carriage to be displayed on the outside of the vehicle by fixing the licence plate supplied by the Council for that purpose in such a position as to be readily visible whilst the carriage is standing or plying for hire, or whilst it is hired. The proprietor shall also cause the number of the licence to be displayed on the inside of the vehicle in a position where it can be clearly identified by any person hiring the carriage.

(ii) A proprietor or driver of a hackney carriage shall:

(a) not wilfully or negligently cause or suffer any such number to be concealed from public view while the carriage is standing or plying for hire;

(b) not cause or permit the carriage to stand or ply for hire with any such plate or marking so defaced that any figure or material particular is illegible.

3. Standards for hackney carriages

The Proprietor of a hackney carriage shall:-

(a) provide sufficient means by which any person in the carriage may communicate with the driver;

(b) cause the roof or covering to be kept watertight;

(c) provide any necessary windows and a means of opening and closing not less than one window on each side;

(d) cause the seats to be properly cushioned or covered;

(e) cause the floor to be provided with a proper carpet, mat or other suitable covering;

(f) cause the fittings and furniture generally to be kept in a clean condition, well maintained and in every way fit for public service;

(g) provide suitable means for carrying and securing luggage;

~~(h) provide an efficient fire extinguisher of a type and size approved by the Council which shall be carried in such a position as to be readily available for use;~~

~~—(i) provide a suitably stocked first aid box which shall be kept in a position as to be readily available for use;~~

(h) provide at least two doors for the use of persons conveyed in such carriage and separate means of ingress and egress for the driver.

4. Taximeters

From 1st April 1982, the proprietor of a hackney carriage shall cause the carriage to be provided with a taximeter, so constructed attached and maintained as to comply with the following requirements, that is to say:-

~~the taximeter shall be fitted with a key or other device the operating of which will bring the machinery of the taximeter into action and cause the word "HIRED" to appear on the face of the taximeter;~~

~~(a) —(ii) such key or other device shall be capable of being locked in such a position that the machinery of the taximeter is not in action and no fare is recorded on the face of the taximeter;~~

(a) the taximeter shall be regulated to show only the tariff fixed by the Council. When the machinery of the taximeter is in action there shall be recorded on the face of the taximeter, in figures clearly legible and free from ambiguity, a fare not exceeding the rate of fare which the proprietor or driver is entitled to demand and take for the hire of the carriage by distance in accordance with the said tariff;

(b) the word "FARE" shall be printed on the face of the taximeter in plain letters so as clearly to apply to the fare recorded thereon;

(c) the taximeter shall be so placed that all letters and figures on the face thereof are at all times plainly visible to any person being conveyed in the carriage, and for that purpose the letters and figures shall be capable of being suitably illuminated during any period of hiring;

(d) the taximeter and all the fittings thereof shall be so affixed to the carriage with seals or other appliances that it shall not be practicable for any person to tamper with them except by breaking, damaging or permanently displacing the seals or other appliances.

5. The Conduct of Drivers with regard to Taximeters

The driver of a hackney carriage provided with a taximeter shall:

(a) when standing or plying for hire, ~~keep the key, or other device fitted in pursuance of the bylaw in that behalf locked in the position in which no fare is recorded on the face of the taximeter, but in which the taximeter shall display~~ the words "FOR HIRE" so that these are clearly visible and conveniently legible to persons outside the carriage;

(b) as soon as the carriage is hired by distance, and before beginning the journey, bring the ~~machinery of the~~ taximeter into action by ~~moving the said key or other device~~, so that the word "HIRED" is legible on the face of the taximeter and keep the ~~machinery of the~~ taximeter in action until the termination of the hiring;

(c) cause the dial of the taximeter to be kept properly illuminated throughout any part of a hiring which is during the hours of darkness as defined for the purposes of the Road Traffic Act 1972, and also at any other time at the request of the hirer.

(d) ensure that the tariff in place at the time the hiring commences shall be the tariff for the whole of the hiring; taximeters are not to be calibrated to change tariff mid hire.

6. Prohibition on tampering with a Taximeter

A proprietor or driver of a hackney carriage shall not tamper with or permit any person to tamper with any taximeter with which the carriage is provided with the fittings thereof or with the seal affixed thereto.

7. Fares

The proprietor or driver of a hackney carriage shall be entitled to demand and take for the hire of a carriage the fare rate or fare prescribed by the Tariff fixed by the Council referred to above, the rate of fare being calculated by distance and time. Provided that, save for any supplementary charges authorised by the said table which it may not be possible to record on the face of the taximeter, the proprietor or driver thereof shall not be entitled to demand and take a fare greater than that recorded on the face of the taximeter with which the carriage is provided.

8. Conduct at Stands

The driver of a hackney carriage shall, when plying for hire in any street and not actually hired:-

- a) proceed with reasonable speed to one of the stands fixed by the Council in that behalf.
- b) if a stand, at the time of their arrival, is occupied by the full number of carriages authorised to occupy it, proceed to another stand.
- c) on arriving at a stand not already occupied by the full number of carriages authorised to occupy it, and where it is practicable, station the carriage immediately behind the carriage or carriages on the stand so as to face the same direction.
- d) from time to time when any other carriage immediately in front is driven or moved forward, cause their carriage to be moved forward so as to fill the place previously occupied by the carriage driven off or moved forward.

9. Prohibition on Touting

A proprietor or driver of a hackney carriage, when standing, or plying for hire, shall not, by calling out or otherwise, importune any persons to hire such carriage and shall not make use of the services of any other person for the purpose.

10. Behaviour of Drivers

The driver of a hackney carriage shall behave in a civil and orderly manner and shall take all reasonable precautions to ensure the safety of persons conveyed in or entering or alighting from the vehicle.

11. Prompt Attendance

The proprietor or driver of a hackney carriage who has agreed or has been hired to be in attendance with the carriage at an appointed time and place shall, unless delayed or prevented by some sufficient cause, punctually attend with such carriage at such appointed time and place.

12. Route to Destination

The driver of a hackney carriage when hired to drive to any particular destination shall, subject to any directions given by hirer, proceed to that destination by the shortest available route.

13. Permitted Number of Passengers

a) The driver shall not convey or permit to be conveyed in a private hire vehicle a greater number of persons than that prescribed in the licence for the vehicle.

(b) The driver shall abide by UK seatbelt law and in addition must not allow there to be conveyed in the front of a private hire vehicle:-

(i) any child below the age of 12 years;

(c) The driver shall not without the consent of the hirer of a vehicle convey or permit to be conveyed any other person in that vehicle.

A proprietor or driver of a hackney carriage shall not convey or permit to be conveyed in such carriage any greater number of persons than the number of persons specified on the plate affixed to the outside of the carriage.

14. Driver's Badge

The driver of a hackney carriage shall, when standing or plying for hire and when hired, wear the badge provided by the Council in such position and manner as to be clearly visible. Moreover the driver of a hackney carriage shall not lend the badge or knowingly allow it to be used by any other person.

15. Luggage

The driver of a hackney carriage so constructed as to carry luggage shall, when requested by any person hiring or seeking to hire the carriage:-

(a) convey a reasonable quantity of luggage;

(b) afford reasonable assistance in loading and unloading;

(c) afford reasonable assistance in removing it to or from the entrance of any house, station, or place at which he may take up or set down each person.

16. Conveyance of Dead Bodies

Every proprietor or driver of a hackney carriage who shall knowingly convey in the carriage the dead body of any person shall, immediately thereafter, notify the fact to the ~~Director of Technical Services~~Environmental Health and Licensing Manager of the Council.

17. Display of Fare Tariff

The proprietor or driver of a hackney carriage shall display a copy of the tariff fixed by the Council, where it is readily visible to any person hiring the carriage.

18. Search for Lost Property

The proprietor or driver of a hackney carriage shall, immediately after the termination of any hiring or as soon as practical thereafter, carefully search the carriage for any property which may have been accidentally left therein.

19. Disposal of Lost Property

The proprietor or driver of a hackney carriage shall, if any property accidentally left there by any person who may have been conveyed in the carriage be found by or handed to him:-

~~carry it within 48 hours, if not sooner claimed by or on behalf of the owner, to the Police Station at Addlestone or Egham, and leave it in the custody of the officer in charge of the Police Station on his giving a receipt for it;~~

~~(b) be entitled to receive from any person to whom the property shall be re-delivered an amount equal to five pence in the pound of its estimated value (or the fare for the distance from the place of finding to the Police Station, whichever be the greater but no more than five pounds).~~

(a) The driver shall immediately after the termination of any hiring of a private hire vehicle or as soon as practicable thereafter carefully search the vehicle for any property which may have been accidentally left there.

(b) If any property accidentally left in a private hire vehicle by any person who may have been conveyed therein is found or handed to the driver they shall, within 48 hours, take all such property to the a police station within the County of Surrey and leave it in the custody of the officer in charge.

20) Safeguarding training in relation to Child Sexual Exploitation (CSE).

A hackney carriage driver must have attended a CSE training session and those drivers who have not done so must attend by (date to be notified)

NOTE- this condition is not yet effective, its introduction will be announced in due course.

21. Penalties

Every person who shall offend against any of these bylaws shall be liable on summary conviction to a fine not exceeding level 2 on the standard scale of the Criminal Justices Act 1982 which, at the time of printing of this booklet was £500. In the case of a continuing offence, to a further fine not exceeding five pounds for each day during which the offence continues after conviction therefor.

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976, PART II
Section 47(2)

HACKNEY CARRIAGE VEHICLE LICENCE – VEHICLE REQUIREMENTS

An application for a hackney carriage licence will not be considered if the vehicle concerned does not satisfy the definition of a hackney carriage (a car constructed or adapted to seat fewer than nine passengers) and does not meet the following requirements:-

- (a) the vehicle is of a four door saloon or estate car type but does not include a convertible or soft top vehicle;
- ~~(b) if fitted with a sun roof and the vehicle was first registered prior to 1 September 2009 his must not exceed 50% of the roof area;~~
- (c) Must have an engine capacity of a minimum of 1300 cc, although smaller efficient modern engines may be acceptable.
- (d) has a minimum seat width of 41 cm per passenger;
- (e) passengers must have clear access and egress from every seat for which the vehicle is licensed.
- (f) each seat to have a 3 point lap and diagonal seat belt.
- (g) it is a requirement that MOT tests are undertaken at 6 monthly intervals once a vehicle is over 4 years old. You will be expected to produce a certificate at the time of vehicle licensing/re-licensing and at an interval of 6 months thereafter.
- (h) A vehicle under 4 years old is required to have an MOT test annually at licensing/re-licensing.
- (i) Vehicles will be refused a licence for any advisory on a Mot which advises on the following areas unless evidence is produced to show that the advisory point has been repaired or replaced:

Any part of the steering mechanism

Any part of the braking system

Tyres

Any part of the suspension system
- (j) When licensing/re-licensing a vehicle the MOT test certificate should be obtained **no more than 5 working days prior to licensing application date.**
- (k) Vehicles must meet or must have met European and UK vehicle safety standards at the time of manufacture.
- (l) A fire extinguisher of dry powder, foam or CO2 of not less than 2 lb/0.9 kg capacity which is approved to BS EN3 standards is to be provided in the vehicle

cab or boot. This fire extinguisher is to be visible, accessible and maintained in serviceable condition.

(m) A medium size first aid box which caters for 1 – 8 passengers and complies with BS8599-2 which is approved to BS EN3 standards is to be provided in the vehicle cab or boot. This first aid box is to be visible, accessible and kept fully stocked.

(n) Exterior of the vehicle

- The vehicle must be submitted for inspection in a clean state such that an effective inspection is possible. Should the vehicle be submitted in an unclean state then the application shall be refused.
- The exterior of the vehicle should not show signs of rusting.

The paintwork should not be faded or show signs of mis matched repairs or have any scratches, scuffs, cracks or abrasions where the top layer of paint has been removed.

- The bodywork should be maintained so as to be in excellent condition and be free of large dents. (a large dent is not defined, this will be determined decided on its own merits by the licensing officer)
- Have wheels and wheel trims that have significant damage which detracts from the overall excellent condition of the vehicle.

(o) Interior of vehicle

- The seating and carpet areas of the vehicle shall not show signs of: a) staining b) damp c) fraying or ripping of the material d) seat covers that are loose or badly fitted.
- The seats should provide sufficient support for comfortable travel and should not demonstrate excessive compression of the seating area or wear within the support mechanism. Any mechanism for adjusting the height or angle of the seat must be in working order.
- Interior panels and fittings within the vehicle should not be damaged nor show excessive wear, or staining.
- The interior of the vehicle should not have damp or noxious smells.

(p) Left hand drive vehicles will not be licenced except for limousines, providing they have been inspected by the Driver and Vehicle Standards Agency and have an approval certificate issued for Single Vehicle approval. Or, from October 2014, a certificate for Individual Vehicle Approval carried out to the normal inspection standard.

(q) Vehicle's must not be fitted with second-hand 'part-worn' tyres. All tyres must have been purchased as 'new tyres'.

Before a hackney carriage licence will be granted the vehicle

- (l) — an approved, calendar controlled taximeter;
- (m) — a "TAXI" sign displayed on the roof;
- (n) — a fire extinguisher which meets the bylaw requirements;
- (o) — a suitably stocked first aid box.

Advertisements are permitted on hackney carriage vehicles subject to the following conditions:-

- (p) — no advertisement shall be displayed on the boot, the front elevation (i.e. radiator grill and the area either side of it), the windows and any other glass areas, the wheels and bumpers of the Hackney Carriage.
- (q) — all advertisements shall conform with the rules of the British Code of Advertising Practice;
- (r) — no advertisement related to the promotion of alcoholic drinks, tobacco or any of its derivatives shall be displayed on any of the hackney carriage.

~~When a licence is granted the licence plate issued by the~~ be fitted and displayed on the vehicle in accordance with the bylaws and licensing conditions

(r) Vehicle windows

- all rear windows must allow at least 70% of light to be transmitted through them.
 - No vehicle shall be fitted with any form of additional film to darken or tint the windows on any part of the vehicle.
 - Front side windows and the front windscreen must meet the requirements of the Road Vehicles (Construction and Use) Regulations 1986 as amended. This states at least 75% through the windscreen and 70% through the front side windows.
- Privacy glass shall only be accepted where it is fitted to a plate exempt vehicle

HACKNEY CARRIAGE VEHICLE LICENCE - CONDITIONS OF LICENCE

1. Interpretations

In these conditions unless the subject or context otherwise requires:-

The "Proprietor" means the holder of a hackney carriage licence.

"Council" means the Council of the Borough of Runnymede;-

~~The "Proprietor"~~ "Driver" means the holder of a person holding and acting in accordance with a hackney carriage driver's licence; issued by the Council.

The "Licence" means a hackney carriage licence issued by the Council.

"Vehicle" means a hackney carriage licensed by the Council.

"Licence Plate" means the plate issued by the Council for the purposes of identifying the vehicle as a hackney carriage duly licensed by the Council;

~~The "Vehicle" means the hackney carriage in respect of which the licence is issued.~~

2. Condition of the Vehicle

Every Proprietor of a vehicle shall ensure that:-

~~a) The vehicle is fitted with an external driving mirror;~~

~~b) The vehicle is provided with satisfactory interior lighting;~~

~~c) A spare wheel is carried, together with suitable tools to fit same when required; or alternative device where fitted as standard by the manufacturer~~

(a) The vehicle and all its fittings and equipment are kept at all times when the vehicle is in use or available for hire in a watertight, mechanically sound, efficient, safe, clean and tidy condition, and that all relevant statutory requirements are fully complied with including in particular those contained in the Motor Vehicles (Construction and Use) Regulations.

b) They comply at all times with the requirements of Runnymede Borough Council as stated in Appendix G to this policy.

3. Alteration of the Vehicle

No material alteration or change in the specification, design, condition or appearance of the vehicle shall be made without the approval of the Council at any time while the licence is in force.

4. The Licence Plate

The licence plate shall be ~~affixed and~~ displayed ~~outside and on as follows~~

(a) exterior, at the rear of the vehicle ~~immediately above or below~~; and

(b) interior, in the bumper, ~~but~~ form of a window disc on display in the top nearside front windscreen.

~~The proprietor shall at all times cause the licence plate and interior window disc, issued by the Council, to be displayed on the vehicle in such a position that the vehicle's registration ~~mark~~number is not obscured and with the details of the Licence Plate ~~licence plate~~ clearly visible.~~

The proprietor or driver shall not wilfully or negligently cause or suffer the licence plate or interior window disc attached to the vehicle, in pursuance of this condition, to be concealed from public view nor shall the proprietor allow the licence plate to be so defaced that any figure or material particular is illegible.

The licence plate shall remain the property of the Council and where a licence lapses or is suspended or revoked, shall be returned immediately to the Council. ~~Any deposit which may, from time to time, be determined by the Council, shall be refunded upon the plate being returned in a satisfactory condition.~~

5. Dual Plating

Dual plating is not permitted on any Runnymede licenced vehicles. Any vehicle licenced by Runnymede will not be permitted to become licenced with any other district / borough / Public Carriage Office.

No vehicle will be granted a licence if it is licensed in another district / borough / Public Carriage Office.

6. Display of Signs, Notices and Advertisements on licensed vehicles

Advertising will be permitted on hackney carriages subject to the following criteria and restrictions within paragraphs 6.171 and 6.176 of this policy.

For reasons of driver and public safety, the licensing authority will not permit any advertising material, corporate branding or any other medium that –

(i) does not conform with the rules of the British Code of Advertising Practice;

(j) relates to the promotion of alcoholic drinks;

(k) interferes with any equipment normally fitted to the vehicle (including the vehicle electrics and wiring etc.);

(l) interfere with any vehicle design features such as methods of fixing, brake cooling vents, tyre inflation valve or with any wheel balancing dynamics or steering operation;

(m) obscures any vehicle lights, 'For Hire' sign or indicator lamps (e.g. indicators, brake lights etc.);

- (n) creates any safety hazard (e.g. non protected screens, headroom hazards etc.);
- (o) uses or emits audio;
- (p) is displayed on wheels or bumpers of the hackney carriage
- (q) is displayed on any window, windscreen or mirror
- (r) obscures or reduces the visibility of the vehicle plate or registration number or is within 30cm of the plate

7. Roof mounted signs

Hackney carriages must carry and display or otherwise be fitted with a roof mounted sign which is capable of being illuminated and bears the word 'Taxi', this is to be clearly visible when the vehicle is available for hire both by day and night. So as to avoid claims of illegally plying for hire (e.g. in another area for which the vehicle is not licensed), the design must be such that any illumination can be switched off independently of any other vehicle system when the vehicle is hired or not in use as a taxi.

8. Display of Licence Details and Table of Fares

The proprietor shall cause to be clearly displayed and maintained inside the vehicle in such a position as to be visible at all times to persons conveyed therein the licence number with the number of passengers prescribed in the licence and a copy of the current "Table of Fares".

9. Taxi Sign

The proprietor shall ensure at all times when the vehicle is in use or is applying for hire that a sign, of a type approved by the Council, bearing the word "TAXI" and capable of being properly illuminated, shall be displayed on the roof of the vehicle.

10. Change of Address

In the event of a proprietor of a vehicle changing his address, he shall, within 14 days of the change taking place, give notice in writing to the Council's Director of Technical Services Environmental Health and Licensing Manager of their new address.

11. Change of Vehicle

Where a proprietor wishes to transfer their licence to another vehicle they must first notify the Director of Technical Services Environmental Health and Licensing Manager and arrange for that vehicle to be mechanically inspected by the council at such time and place as may be required by the Officer.

9. Disclosure of Conviction

The proprietor shall, within seven days, disclose to the Council in writing details of any conviction imposed on them (or, if the proprietor is a company or partnership, on any other directors or partners) during the period of the licence.

12. Display of Signs, Notices and Advertisements

~~When a vehicle is in use or plying for hire no signs, notices or advertisements shall be displayed on, in or from the said vehicle except in accordance with the Council's statutory requirements, bylaws or approved conditions of licence. However, this condition shall not apply to any sign which contains no words or numbers other than the name, address and telephone number of the proprietor or the name under which he carries on his business.~~

13. Insurance ~~(June 1999)~~

For this purpose and by way of ensuring adequate cover for all parties, a suitable policy of insurance' will normally be taken to mean –

- (a) a valid policy that provides indemnity cover for all passengers;
- (b) a valid policy that provides indemnity cover for each driver of the vehicle;
- (c) a valid policy that provides the cover for business use on hire and reward as a hackney carriage or private hire vehicle as may be appropriate.
- (d) The minimum period of validity for an insurance cover shall be not less than document is 30 days.

~~(b) Evidence of renewal of insurance cover shall be submitted, by the proprietor, to the Director of Technical Services, within 7 days of the expiry of the previous certificate of insurance.~~

14. Electronic cigarettes and their derivatives For the safety and comfort of the public, the use of electronic cigarettes or derivatives in licenced vehicles is prohibited.

HACKNEY CARRIAGE VEHICLE LICENCE - STATUTORY PROVISIONS

In addition to the aforementioned bylaws, [conditions and requirements](#), proprietors and drivers of hackney carriages must comply with the statutory requirements set out in the Town Police Clauses Act 1847 and the LGMPA 1976 part II. –They must also meet the requirements of any conditions attached to licences granted by the Council under the Act of 1976.

A summary of the principal requirements contained in the above legislation [together with details of the licensing conditions](#) are set out below, and unless specified otherwise the requirements of the Acts apply only to the "controlled district" which in this case is the Borough of Runnymede.

TOWN POLICE CLAUSES ACT 1847

1. All hackney carriages must be licensed and registered by the Council.
2. A hackney carriage proprietor must notify the Council of any change of address.
3. It is an offence for a proprietor to permit a vehicle to be used as a hackney carriage:-
 - (a) unless the licence plate issued by the Council is openly displayed,
 - (b) if the vehicle is not licensed, or
 - (c) while the licence is suspended.
4. It is an offence for a person to act as a driver of a hackney carriage or for a proprietor to employ a person if that person is not licensed by the Council to drive a hackney carriage.
5. The Act also requires a proprietor employing any driver to retain that person's hackney carriage driving licence until such time as the employment is terminated.
6. Following a conviction for a second or subsequent offence under the provisions of this Act or its bylaws the Council may suspend or revoke the licence of a proprietor or driver.
7. The number of persons permitted to be carried in a hackney carriage must be displayed on the outside of the vehicle and it is an offence for a driver to refuse to carry the permitted number without reasonable excuse.
8. It is also an offence for a driver to refuse, without reasonable excuse, to accept a hiring for any journey within the boundaries of the district.
9. It is an offence to charge for a journey in excess of the rate set out in the authorised "Table of Fares".
10. A driver must also honour any agreement on cost or distance made with the hirer before the journey commences.

11. The Act also makes it an offence for a driver or proprietor to permit any person to be carried in the hackney carriage without the consent of the hirer.
12. Penalties are also imposed by the Act in the case of obstruction or misconduct by drivers.
13. The Act also makes provision for unpaid fares to be recovered through the courts and allows a proprietor to seek compensation from a person who when using the hackney carriage is responsible for causing wilful damage to the vehicle.

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LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976, PART II

1. Submission of Information - Section 57

The Council can require an applicant for a licence to submit information as may be considered reasonably necessary to enable an application to be determined.

2. Licence Conditions - Section 47

The Council may attach to the licence such conditions as they may consider reasonably necessary. Any person aggrieved by any conditions attached to such licence may appeal to a Magistrates' Court.

3. Vehicle Identification - Section 47

The Council may require any hackney carriage licensed by them to be of such design or appearance or bear such distinguishing marks as shall clearly identify it as a hackney carriage.

4. Transfer of Vehicle - Section 49

A proprietor of a hackney carriage shall within 14 days give notice in writing to the Council of the transfer of their interest in the hackney carriage licence and specify the name and address of the person to whom the licence has been transferred.

5. Inspection of Vehicle and Documents - Section 50

(a) Without prejudice to the provisions of Section 68 of this Act, the proprietor of a licensed hackney carriage shall present it for inspection and testing by the Council within such period and at such place within the area of the Council as they may by notice reasonably require (but not more than three inspections during any one period of twelve months).

(b) The proprietor of a licensed hackney carriage may be required to give the Council in writing the address of every place the vehicle is kept when not in use and afford to them such facilities as may be reasonably necessary to enable them to inspect and test the vehicle there.

(c) The proprietor of a licensed Hackney Carriage shall at the request of an authorised officer of the Council produce for inspection the vehicle licence and the certificate of the policy of insurance.

6. Accidents - Section 50

(a) The proprietor of a licensed hackney carriage shall report to the Council as soon as reasonably practicable and in any case within 72 hours of the occurrence thereof, any accident to the vehicle

causing damage materially affecting the safety, performance or appearance of the vehicle or the comfort or convenience of the persons carried therein.

(b) Contravention of the provision of this Section shall be an offence.

7. Return of Plate on Revocation, Expiry or Suspension of Licence - Section 58

(a) On revocation, expiry or suspension of a licence the Council may by notice require the proprietor of that licensed hackney carriage to return to them within 7 days after the service on him of that notice, the plate issued to him by the Council.

(b) if any proprietor fails without reasonable excuse to comply with the terms of this notice

(i) he shall be guilty of an offence, and

(ii) any authorised officer of the Council or constable may remove and retain the plate.

8. Suspension, Revocation or Refusal to renew Licence - Section 60

(a) If a vehicle is unfit for hackney carriage use or the operator or driver commits any offence or fails to comply with this part of this Act or of the Town Police Clauses Act 1847 or for any other reasonable cause the Council may suspend, revoke or refuse to renew a vehicle licence. Notice to be given to the proprietor of the vehicle of the grounds within fourteen days.

(b) A proprietor aggrieved by a decision under this Section may appeal to a Magistrates' Court.

9. Hackney Carriage used for Private Hire - Section 67

(a) No hackney carriage shall be used in the district under a contract or purported contract for private hire except at a rate of fare or charge not greater than that fixed, and when being so used the fare or charge shall be calculated from the point in the district at which the hirer commences his journey.

(b) Contravention of the provisions of this section shall be an offence.

(c) In sub-section (a) of this section "contract" means a contract made other than when the hackney carriage is plying for hire in the district or standing on an approved rank, or made otherwise than with or through the driver of the vehicle while it is so plying or waiting.

10. Fitness of Vehicle and Meter - Section 68

(a) Any authorised officer of the Council or constable shall have power to inspect and test any licensed hackney carriage or the

taximeter fitted thereto for the purpose of ascertaining the fitness of the vehicle and/or the accuracy of the taximeter and if not satisfied give notice in writing to the proprietor to make the vehicle and/or taximeter available for further inspection at such reasonable time and place as specified in the notice and suspend the licence until such time as he is so satisfied.

- (b) If the authorised officer or constable is not satisfied before the expiration of a period of two months the licence shall be revoked.
- (c) Any proprietor aggrieved by a decision of the Council may appeal to a Magistrates' Court.

11. Offences due to fault of other persons - Section 72

Where an offence is committed by a person as a result of the Act or default of another the latter may be charged and convicted whether or not proceedings are taken against the first-mentioned person.

12. Obstruction of Authorised Officers - Section 73

Any person who -

- (a) wilfully obstructs an authorised officer or constable acting in pursuance of this Act or the Act of 1847, or
- (b) without reasonable excuse fails to comply with any requirement properly made to them by such officer or constable, or
- (c) without reasonable cause fails to give such officer or constable so acting any other assistance or information which they may reasonably require of such person for the purpose of the performance of their function, shall be guilty of an offence.

If any person giving such information as is mentioned above makes any statement which they know to be false they shall be guilty of an offence.

13. Penalties - Section 76

~~Where there is no express penalty provision a fine for any offence shall not exceed Level 3 on the Standard Scale, which at the time of publication of this document was £1,000.~~

Any person who commits an offence against any of the provisions of this part of the act in respect of which no penalty is expressly provided shall be liable on summary conviction to a fine not exceeding level three on the standard scale.

14. Appeals - Section 77

Where there is a right of appeal against a Council decision, until the time for appealing has expired or a lodged appeal is disposed of or withdrawn no proceeding shall be taken in respect of any failure to execute any works required by the decision and the person may continue to carry on their business. Appeals to Magistrates Courts must be made within 21 days of receipt of the notification of suspension, revocation, refusal to renew or implementation of conditions.

HACKNEY CARRIAGE STANDS

The following stands have been appointed for hackney carriages within the Borough of Runnymede:-

Virginia Water Station Approach 2 (adjoining Public Car Park provided by the Borough Council)

Egham Railway Station 6 - Egham Station car park

Chertsey Railway Station 2 -Chertsey Station car park

Addlestone Station 2 -Addlestone Station car park

Thorpe Park 3 - Car park

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APPENDIX H

Private hire and hackney carriage authorised plate designs



HACKNEY CARRIAGE

EXPIRY DATE

LICENSED TO CARRY

PASSENGERS

08 JUL 2015 JP2531

DR



HACKNEY CARRIAGE VEHICLE

EXPIRY DATE

LICENSED TO CARRY PASSENGERS

If you have any comment about this vehicle or its driver please contact

Runnymede Borough Council
Licensing Department
01932 425711
licensing@runnymede.gov.uk

Quoting the number below



PRIVATE HIRE VEHICLE

EXPIRY DATE

LICENSED TO CARRY PASSENGERS

If you have any comment about this vehicle or its driver please contact

Runnymede Borough Council
Licensing Department
01932 425711
licensing@runnymede.gov.uk

Quoting the number below



PRIVATE HIRE VEHICLE

EXPIRY DATE

LICENSED TO CARRY

PASSENGERS

30 JUL 2014 IP2531

APPENDIX J

PRIVATE HIRE VEHICLE PLATE EXEMPTIONS

All exempt vehicles and operators must comply with the following policy requirements in addition to those for plated private hire vehicles.

1. Exemptions from displaying external identification plates (vehicle licence plates) may be in respect of individual vehicles only. Applications for exemptions relating to a fleet of vehicles will not be allowed.
2. Each application will be assessed on its own merit and each vehicle will be inspected by an authorised Council officer to ensure that it is fit for purpose.
3. Applications for exemption from the requirement to display an external identification plate will only be considered where the work undertaken is exclusively where the driver and vehicle are specifically hired to provide transport to a company or person by corporate or account holders only and where the safety of the public is not compromised. The operator will be required to satisfy the licensing officer prior to licensing that the use of the vehicle is by corporate and account holders and must be able to provide evidence to enable the licensing officer to determine the genuine requirement for plate exemption. This will typically be by reference to the operator's records showing the account and corporate work carried out.
4. Vehicles must be in pristine condition with no visible defects, dents or blemishes to the external bodywork, wheels or internal trim and seating. They must comply with the current Runnymede conditions relating to private hire vehicles. Additional requirements for plate exemption will centre on the luxury aspect of the vehicle; this will be expected to have increased legroom over a standard vehicle coupled with increased seat support and seat width from the current standard of 41 cm, a lower level of noise when travelling and superior internal accessories for the passenger and driver. It is not intended that we have a definitive prescriptive list of what is and what is not luxury. The aforementioned items are examples but other equipment or designs can exist which also fit the luxury tag. It is for the licensing officer to make the decision as to whether a vehicle meets the exempt plate requirements in each case.
5. Age limits - These will be in line with our current licensing requirements for private hire vehicle in that no age limit is in place and the condition of the vehicle is considered the prime factor.
6. An application for a vehicle to be exempted from displaying an external identification plate must be made by the vehicle proprietor using the appropriate application form.
7. Additional documentation may be requested as reasonably necessary to allow the Council to make an informed decision. Where such documentation is not provided to the satisfaction of the Council the application will be refused. The Council will maintain commercial confidentiality.
8. Where an application is granted and a vehicle is exempted from displaying its external identification plate an exemption notice will be issued as soon as practical after the decision is made.
9. Where a vehicle is exempted from the requirement to display an external identification plate the vehicle will be required to display a window disc

identifying the vehicle as a licenced vehicle, positioned on the top nearside of the front windscreen and facing outwards.

10. Irrespective of when an exemption notice is granted the initial exemption notice will expire on the same day as the expiration of the vehicle's current private hire licence, unless it is otherwise surrendered or revoked. Thereafter any renewed exemption notice will last for a period of time that is coterminous with that vehicles private hire licence unless either the licence or notice is otherwise surrendered or revoked.
11. Exemption notices may be renewed annually subject to the vehicle undergoing a re-inspection by a licensing officer to ensure that it continues to be fit for purpose.
12. The exemption notice issued by the Council must be carried in the vehicle at all times and will be produced upon request to an authorised officer of the Council or any Police Officer.
13. During the period of the exemption notice, the driver shall not be required to wear the private hire driver's identification badge. However this must be in the possession of the driver at all times and produced upon request to an authorised officer of the Council or any Police Officer.
14. The proprietor shall not use the vehicle for private hire purposes other than for contract use (i.e. not for routine airport journeys or daily private hire use).
15. The driver and passenger front side window glass and the front windscreen must be clear. However, tinted windows can be fitted to the side and rear window glass of the vehicle provided that they comply with current legislation.
16. In the event of an applicant being dissatisfied with the decision of the officer, the applicant may make a written application for a review of the decision by the Regulatory Committee.
17. The Regulatory Committee, when considering a review of the Officer's decision, will hear oral or written representation made by the proprietor of the vehicle.
18. If the Regulatory Committee is satisfied a genuine operational business need exists and the vehicle is suitable for its purported purpose a plate exemption notice may be issued for the specified vehicle. The Regulatory Committee can specify the dates and times the exemption will apply or exempt the vehicle for the whole period the vehicle licence is in force and attach any conditions to the exemption.
19. If the Regulatory Committee considers no genuine operational business need exists for a plate exemption the vehicle proprietor will be notified of the refusal and advised there is no statutory right of appeal against the decision.
20. The exemption will cease to have effect on selling or transferring the vehicle to another party. The person to whom the exemption is granted must inform the Council of the sale/transfer of ownership immediately and in writing and provide details of the new owner. The exemption notice must be returned to the Council along with the window disc within 48 hours of sale or transfer.

PRIVATE HIRE OPERATOR'S LICENCE CONDITIONS

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976, PART II
Section 55(3)

The conditions that the licensing authority generally considers reasonably necessary and will normally be applied in respect of private hire operators are detailed below.

In these conditions unless the subject or context otherwise requires:-

"the Council" means the Council of the Borough of Runnymede.

"Operator" means the holder of a Private Hire Vehicle Operator's Licence granted by the Council. "Vehicle" means a private hire vehicle licensed by the Council.

"Driver" means a person holding and acting in accordance with a private hire driver's licence issued by the Council.

1. Prohibition on the Transfer of Licence

The Operator shall not assign or in any way part with the benefit of this licence.

2. Hiring Records

The Operator shall keep a record of particulars of every hiring, invited or accepted by them, and shall enter therein before any hiring is commenced the following details:-

- i. the date and time of the hiring.
- ii. the date and time of the journey.
- iii. the place at which the hire commences and the destination.
- iv. the name of the hirer.
- v. the name and licence number of the driver.
- vi. the licence number of the vehicle.
- vii. whether the request for the hiring was made by the hirer or another operator.
- viii. keep records of hiring's for a period of no more than 7 years.

3. Vehicle Records

The Operator shall keep a record of any private hire vehicle operated by them showing the following details:-

- i. make and model of the vehicle.
- ii. registration number of the vehicle.
- iii. private hire vehicle licence number.
- iv. the age of the vehicle.
- v. the name of the licensing authority.
- vi. the date of expiry of the vehicle or driver's licence.
- vii. the name and address of the proprietor of every vehicle operated by him.

viii. the date upon which the vehicle commenced to be operated by them.

4. Notification of Change of Address

In the event of the operator changing their address they shall within 14 days give notice, in writing, thereof to the Council's Environmental Health and Licensing Manager.

5. Prohibition on the use of the terms "Cab" or "Taxi"

An operator shall not include in the name of his business or in advertising material, letter headings or other stationery, the words "Cab", "Taxi Cab" or "Taxi" whether in the singular or plural, or whether they form part of another word or not. However the word 'Taxi' alone will be allowed.

6. Vehicle Insurance

The operator shall ensure that all vehicles operated by them are satisfactorily insured to operate on private hire work.

7. Quality of Service

The Operator shall provide a prompt, efficient and reliable service to members of the public at all reasonable times and for this purpose shall in particular ensure that when a private hire vehicle has been hired to be in attendance at an appointed time and place, the vehicle shall, unless delayed or prevented by sufficient cause, punctually attend at that appointed time and place.

8. Compliance with Licence Conditions

The Operator shall ensure that the licence conditions in respect of any vehicles used by them and drivers employed or contracted to them are complied with at all times.

9. Disclosure of Convictions

The Operator shall within seven days disclose to the Council in writing details of any conviction imposed on them (or if the operator is a company or partnership, on any other directors or partners) during the period of the licence.

10. Operators office location

All operators must carry out their business from a premises located within the Borough of Runnymede.

11. In accordance with the information contained in paragraphs 7.28 to 7.31
The below conditions is to become effective on (date to be notified) :-

a) existing private hire operators must attend a CSE awareness training session by (date to be notified).

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976, PART II

PRIVATE HIRE OPERATORS LICENCE – STATUTORY PROVISIONS

In addition to the aforementioned conditions, operators must also comply with the statutory requirements set out the Local Government (Miscellaneous Provisions) Act 1976.

A summary of the principal requirements contained in the above legislation is set out below, and unless specified otherwise the requirements of the Acts apply only to the "controlled district" which in this case is the Borough of Runnymede.

Operators of private hire vehicles – Section 56

- (1) For the purposes of this Part of this Act every contract for the hire of a private hire vehicle licensed under this Part of this Act shall be deemed to be made with the operator who accepted the booking for that vehicle whether or not he himself provided the vehicle.
- (2) Every person to whom a licence in force under section 55 of this Act has been granted by a district council shall keep a record in such form as the council may, by condition attached to the grant of the licence, prescribe and shall enter therein, before the commencement of each journey, such particulars of every booking of a private hire vehicle invited or accepted by him, whether by accepting the same from the hirer or by undertaking it at the request of another operator, as the district council may by condition prescribe and shall produce such record on request to any authorised officer of the council or to any constable for inspection.
- (3) Every person to whom a licence in force under section 55 of this Act has been granted by a district council shall keep such records as the council may, by conditions attached to the grant of the licence, prescribe of the particulars of any private hire vehicle operated by him and shall produce the same on request to any authorised officer of the council or to any constable for inspection.
- (4) A person to whom a licence in force under section 55 of this Act has been granted by a district council shall produce the licence on request to any authorised officer of the council or any constable for inspection.
- (5) If any person without reasonable excuse contravenes the provisions of this section, he shall be guilty of an offence.

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