

DRAFT -Taxi Licensing Vehicle Conditions

There are a number of distinctions between licences for Private Hire and Hackney Carriage Vehicles and these will be identified as appropriate. However, many of the requirements for licensing are the same for both vehicle licences.

The table of conditions will make clear where there is any distinction between conditions which are only applicable to or vary between Private Hire Vehicles and Hackney Carriage Vehicles.

Before a vehicle can be granted a licence it must undergo an inspection by a Council Officer to ensure compliance with all conditions below. It is recommended that this inspection is carried out prior to application to reduce the likelihood of the vehicle being refused a licence at the point of inspection once the administration of the licence has already begun, as the applicant would not be eligible for a full refund at that stage.

Any wording in italics are suggested conditions to provide additional clarity for proprietors, **those also in bold, or wording that has been struck-through is in response to the vehicle conditions consultation undertaken in Autumn 2015, all of which will be subject to approval by Committee.*

Condition	Reason for Condition	Discussion and Info for Member's Consideration in relation to Trade Consultation
<p>1. Colour:</p> <p>a) All Hackney Carriage Vehicles must be white in colour except where the vehicle is a WAV, where other colours are permitted.</p> <p>b) Private Hire Vehicles may not be white in colour, unless it is a stretched limousine or other similar vehicle.</p> <p>c) Bizarre or garish colour schemes will not be permitted.</p>	<p>To ensure a clear distinction for the public between Hackney Carriage Vehicles and Private Hire Vehicles.</p> <p>To maintain the professional and respectable reputation of the taxi trade within Chorley.</p>	<p>No comments made by the consultation on these conditions</p>
<p>2. Insurance write offs and accident damage:</p> <p>a) Vehicles that have been categorised as 'write offs' by any insurance company at any level, except Category 'D', will not be considered for licensing.</p> <p>b) <i>Where the vehicle shows signs of accident damage but has not been subject to an insurance write off or is subject to a category 'D' write off, the Council may</i></p>	<p>To protect public safety, vehicles subject to insurance write off must be identified.</p> <p>In order to protect public safety any vehicle that shows signs of accident damage or has been categorised as 'D' insurance write off would need to be</p>	<p>Decision by Members- The following conditions were discussed in the consultation and the following LLP meetings and the Committee are asked to make a decision on retaining the current conditions or approving alternative conditions:</p>

use its discretion and licence the vehicle where the vehicle passes a further mechanical and structural assessment, including assessment of road worthiness and handling. The testing must be conducted by a qualified independent expert who must be able to demonstrate that they have responsibility for insurance assessment and collision investigation. The assessor must provide details of their professional indemnity insurance. A copy of the original insurance assessment document must also be provided to the Council as part of the application and also made available as part of the additional assessment process.

c) *All vehicles must be checked against HPI and a full printed report submitted as part of the application to the Council to confirm whether the vehicle has been subject to an insurance write off.*

tested to demonstrate that the vehicle is safe for fee paying passengers and structurally sound in that it is comparable with another vehicle of the same age, make and model that has not been subject to accident damage. The assessor will need information pertaining to who has been involved in the repairing of the vehicle to ascertain the extent of the original damage and also the details of the subsequent repair as we need to be satisfied that the repair has been completed to a manufacturer standard / industry standard.

With specific reference to the vehicle, the assessor is required to answer the following questions in order for the Council to determine if the accident repair is of a sufficiently high standard to allow the vehicle to be licenced for conveying passengers:

- Details of the extent of the repair
- The quality of the repair- Are the replacement and repaired bodywork panels fitted correctly and are the gaps between those panels fitted to within normal tolerances equivalent to those associated with the vehicle when it was first manufactured?
- Is the repair to industry standards?
- Is the vehicles integrity in

Category D Insurance write off: The existing condition precludes the licensing of any vehicle that has been subject to an insurance write off, at any level, for use as a hackney carriage or private hire vehicle. The trade has asked the Council to amend this condition to allow repaired category 'D' write offs to be used on the grounds that the repairs are tested using the taxi test. The trade are also claiming that this will give them access to more vehicles.

Currently, the wording of the existing condition is such as to avoid any ambiguity with regard to the reason or extent of the damage and reduce officer time in having to investigate the details of any write off. The comments suggest that once repaired the vehicle is fit for use as a passenger vehicle, but the existing taxi test would not be sufficient to ensure that the vehicle is structurally sound to a standard of a comparable vehicle that has not been subject to accident damage. An additional survey would be required to demonstrate that the vehicle is safe for both the driver and fee paying passengers.

Members may want to consider allowing category 'D' write offs, but in order to protect public safety and ensure the Council has fulfilled its duties, a condition relating to additional comprehensive testing of the vehicle would need to be added. The cost of this testing would have to be borne by the applicant. There would also be additional officer time in assessing the paperwork, reports and

	<p>relation to safety compromised in any way as a result of any damage the vehicle has sustained .</p> <ul style="list-style-type: none"> • Is the vehicles integrity in relation to safety compromised in any way as a result of any repairs to the vehicle? • Is the vehicles integrity in relation to safety comparable to that of a like vehicle that has not been subject to any damage or repair? Therefore, does the repair pose any additional risk to the driver, passenger or public compared to a vehicle of the same make and model that has not been subject to any accident damage? • Is the vehicles original safety rating compromised as a result of any damage or and repair, other than by normal wear and tear for a vehicle of this age and mileage. <p>In Summary, the Assessor must provide a recommendation as to whether the vehicle meets the quality and safety standards and confirm if there is any additional risk associated with the vehicle in comparison to a vehicle of the same make, model and year of manufacture that has not been subject to accident damage and subsequent repair.</p> <p>The cost of any additional testing would</p>	<p>potentially referring the matter an independent expert or to committee for a decision to be considered. Again any additional costs would need to be reflected in the licence fees. Members are urged to consider this request carefully and determine if the potential additional costs and risks outweigh the argument that more vehicles would be available to the trade. In particular, consideration should be given to the type and quality of vehicles the trade might present for licensing under this proposed relaxation of the current condition, could this result in a deterioration of the existing fleet and how widely available vehicles that are not subject to insurance write off are. If members are minded to agree to the inclusion of category 'D' insurance write offs, then the potential wording for the condition could be considered.</p> <p>Decision by Members-</p> <p>Members are recommended to include the proposed condition 2 c) to fill the gap left by the DVLA process change in relation to the removal of the Log book identification of category C and D write offs.</p> <p>The cost of this additional HPI check would need to be borne by the applicant, but members will note that this is a consequence of changes in policy and process at the DVLA which will otherwise make it impossible for either the applicant or the Council to identify such accident damaged vehicles by any other means.</p>
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	<p>be borne by the applicant.</p> <p>The DVLA have changed their process and no longer reissue the V5 log book following insurance write off for either Category C or D. Therefore in order for the Council and the prospective/ new owner of the vehicle to determine if the vehicle has been subject to such write off an HPI check would be required.</p>	
<p>3. Type Approval and Vehicle Adaptations and Conversions:</p> <p>a) Any vehicle presented for licensing shall meet the technical standards for type approval to</p> <ul style="list-style-type: none"> i) European Whole vehicle type approval ii) British National type approval iii) British Single vehicles approval or iv) British Low volume type approval <p>b) The vehicle must have a capacity for at least 4 adult passengers.</p> <p>c) A vehicle that was designed and built for 5 persons will not be licenced for more than 4 passengers.</p> <p>d) The proprietor shall not permit the vehicle to be used to carry a greater number of passengers than that prescribed in the licence</p> <p>e) Chorley Council may licence a suitable vehicle for up to 8 passengers. Where such a passenger vehicle is a conversion or adaptation of such a chassis, the applicant must demonstrate that this conversion was undertaken prior to UK registration by a qualified conversion company and meets all necessary safety standards of the type approval.</p>	<p>All vehicles used for the carriage of passengers must have the relevant Type Approval, which determines the vehicles structural suitability for this purpose.</p> <p>The vehicle will be licenced to carry the number of passengers it was specifically designed to carry in order to protect public safety.</p> <p>Many versatile chassis are built by manufacturers with the ability to be used in any number of ways, and the chassis will be given a specific approval type which demonstrates its suitability for safe conversion to a number of configurations. As such these vehicles are often converted to transport more than 4 passengers.</p> <p>The existing condition was agreed to prevent a vehicle being used for one purpose and then converted a number of years into its life as a passenger vehicle, as the authority cannot then</p>	<p>Decision by Members- The following conditions were discussed in the consultation and the following LLP meetings and the Committee are asked to make a decision on retaining the current conditions or approving alternative conditions:</p> <p>The matter of type approval of converted vehicles has been raised in this section. This is a complicated matter, because a chassis is given an approval from the manufacturer which allows for the vehicle to then be converted into a number of different configurations. The Council's existing conditions require that the conversion is undertaken prior to UK first registration. The condition needs to be clearer to state that a conversion certificate is necessary to demonstrate this, so this wording has been proposed in 3 (f). The reason for the conversion prior to registration is that a conversion after this time will still show on the log book as a type approved vehicle. The Council must be satisfied</p>

<p>f) <i>In order to demonstrate that the vehicles is suitable and meets the requirements of 3 a) above, has been properly converted and meets all necessary safety standards, the applicant must submit a conversion certificate / certificate of conformity / type approval or other relevant document in relation to any conversion or alteration that has cause to alter that vehicle since its manufacture.</i></p> <p>g) No 'Q' plated vehicles will be considered for licensing.</p> <p>h) The proprietor shall not allow the mechanical and structural specification of the hackney carriage to be varied without the consent of an Authorised Officer of the Council. Unauthorised variations will result in the licence becoming immediately invalid.</p>	<p>verify that no other adaptations or structural changes have been made to the vehicle prior to the conversion to a passenger vehicle.</p> <p>The proposed condition would allow for conversion to be undertaken after UK registration but require the applicant to demonstrate that the vehicle meets type approval and safety standards by way of certification. The additional officer time associated with reviewing certificates and reports, employing independent experts to review such and compiling additional reports for the Licensing Committees would need to be met by the licensing fees.</p> <p>For safety reasons the Council will not licence a Q plated car because a Q plate denotes a kit car or rebuild, where the full traceability of the vehicle cannot be authenticated by the DVLA.</p>	<p>that the conversion is bona fide and meets the necessary safety standards for the vehicle to be used for carrying passengers and therefore the conditions relating to converted vehicles must reflect this and be robust enough to fulfil this requirement.</p> <p>Discussion with the trade has resulted in some suggestions with regard to allowing conversions after first UK registration where the appropriate conversion certification is provided.</p> <p>Members are asked to consider these proposals and the changes that this would have on conditions 17 (g) and (h) below.</p>
<p>4. Disabled & Wheelchair Access Vehicles:</p> <p>a) Where a Hackney Carriage Vehicle is licenced for Disabled and /or Wheelchair Access, then any replacement vehicle must also be of equivalent accessible design.</p> <p>b) Any vehicle incorporating a lifting device shall at first application provide a certificate of conformity issued in accordance with the LOLER Regulations 1998, and produce at any subsequent renewal a certificate of safety issued in accordance with LOLER Regulations 1998 and guidance to the satisfaction of the council.</p> <p>c) Vehicles presented at first licensing from 5th October 2010 intended to provide Disability access shall for</p>	<p>This DAV/WAV type for type replacement ensures that the disabled taxi provision is maintained.</p> <p>The requirement to comply with LOLER protects the safety of passengers using these lifting facilities.</p>	<p>No comments made by the consultation on these conditions</p>

<p>the purpose of Type 1 Disability Access will have the following:</p> <ol style="list-style-type: none"> i. Wheel chair means of access and egress and means of securing wheelchairs safely in the vehicle where all fixtures and fitting meet E1 Type Approval or equivalent. ii. A fixed bulkhead incorporating: <ul style="list-style-type: none"> • A partition screen • A pay point • Assisted means of communication. iii. Offer suitable accommodation for the provision of at least one adult size occupied wheelchair. iv. Suitable hand grips designed to be clearly recognisable to aid in the access and egress of passengers. v. Where the DAV/WAV is a Hackney Carriage a forward facing illuminated top sign permanently fixed to; or a built-in taxi sign as an integral part of the structure and operated by the taxi meter <i>(The top sign does not have to display the words Chorley Borough Council)?</i> vi. All vehicles will have 2 side passenger doors to access the rear compartment of the vehicle. vii. All seats must be accessible by a clear permanent opening of 400mm viii. All wheelchair accessible vehicles will have provision for at least two permanently fixed passenger seats in the rear compartment of the vehicle. ix. All vehicles will have been converted by a recognised coachbuilder / conversion company. x. Any ancillary equipment shall be capable of being stored securely and safely xi. All vehicles will be inspected and licensed at the 	<p>The conditions relating to the accommodation and fixing of wheelchairs protects the safety and comfort of passengers using these facilities.</p>	
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<p>discretion of the Council,</p> <p>d) All vehicles of Type 1 or 2 Disability Access shall display the appropriate disability emblem in a prominent position on the vehicle.</p>	<p>Wheelchair Accessible Vehicles will be identified by use of a recognisable disability emblem on the plate.</p>	
<p>5. Identification plates & livery:</p> <p>a) The identification plate and livery shall remain the property of the Council at all times. The Plate will display the expiry date of the vehicle licence and therefore must be replaced at each renewal.</p> <p>b) The licence plate shall be affixed to the vehicle by the proprietor at his own expense, in the following manner:-</p> <ul style="list-style-type: none"> • at the rear of the vehicle, and • to the exterior of the vehicle, and • with the number facing to the rear, and • in a vertical plane, and • must be affixed by bolts or screws or other similar secure means as approved by the Council, in such a manner as to be easily removed by an Authorised Officer. <p>c) The proprietor of the vehicle shall ensure the identification plates are maintained and kept in such condition that the information contained on the identification plate is clearly visible to public view at all times.</p> <p>d) Internal licence plate must be fixed to the dashboard not obscuring the drivers view or on the windscreen outside the swiped area.</p> <p>e) The internal disc must be fixed to the windscreen outside the swiped area not obscuring the driver's view with the expiry date information visible from the vehicle exterior.</p>	<p>The publication of the vehicle licence expiry on the licence plate allows the public, other proprietors and enforcement officers to easily see if the vehicle has a valid licence and reduces the risk of unlicensed but plated vehicles being used unlawfully.</p> <p>It is important for the public to be able to easily identify a Chorley Council licenced vehicle and distinguish between a Hackney Carriage and Private Hire by use of clear signage.</p> <p>A suitable internal licence display allows the passenger to confirm any details of the vehicle while travelling.</p> <p>The illuminated roof sign is a clear indicator to the public of the availability for hire of a Hackney Carriage.</p>	<p>Information for Members-</p> <p>The following issues were raised by the consultation and after discussion with the trade it was agree that the existing conditions would not require any amendment, no action required by members.</p> <p>Door signs: The request to consider magnetic door signs as opposed to fixed signage. The trade agreed that the door signage conditions should remain and that magnetic signage was not appropriate. Officers were to investigate the fading of the new door signs and resolve this matter with the supplier.</p>

<p>f) The vehicle shall display Council provided livery to the front driver and passenger door fixed in a readable position. The Council's door signs shall be fixed permanently to the vehicle and the use of magnets or other means of temporary fixing shall not be used.</p> <p>g) The proprietor shall cause to be fixed to the roof of any Hackney Carriage an illuminated sign bearing the words "CHORLEY BOROUGH TAXI" on both the forward and rearward faces of the sign. The sign shall be capable of being so operated that when the vehicle is engaged for hire, the sign is not illuminated, this operation shall be controlled by the meter.</p>		
<p>6. Exemptions to Signage Requirements:</p> <p>a) An Exemption Notice issued by Chorley Council, exempting a proprietor from the requirement to display the external licence plate on a private hire vehicle and the concurrent exemption for the wearing of the private hire driver's identification badge is granted subject to the licensed vehicle being operated in accordance with the following conditions:</p> <p>i. When operating under the exemption notice the internal plate issued by the licensing authority will be displayed on the nearside of the windscreen or dashboard so as not to obscure the drivers view.</p> <p>ii. The Exemption Notice issued by the Licensing Authority in respect of the licensed private hire vehicle will be carried in the vehicle at all times and will be produced upon request to any authorised officer or any police officer.</p> <p>iii. Other than the internal plate, the proprietor will not display in, on or from the vehicle any advertisement, signage, logos or insignia advertising the operating company or the vehicle's status as a private hire vehicle without the approval of the Licensing</p>	<p>These conditions only apply to Private Hire Vehicles and would normally only be considered for stretched limousines and chauffeur driver executive saloons. Failure to comply with these conditions may result in the withdrawal of the exemption notice. Once an exemption notice has been issued the vehicle cannot be used for normal private hire work, it must be used exclusively for contract hire.</p>	<p>No comments made by the consultation on these conditions</p>

<p>Authority.</p> <ul style="list-style-type: none"> iv. The private hire vehicle licence plate will be affixed in a visible position within the boot of the vehicle and shall not be displayed externally whilst the exemption notice is in force. Upon request the licence plate will be shown to any authorised officer or any police officer. v. When issued with an exemption notice, the vehicle will not be required to display any other signs which the Licensing Authority may at any time require private hire vehicles to display. vi. No taximeter shall be fitted in the vehicle. vii. A table of fares/tariffs will not be displayed in the vehicle. viii. During the period of the exemption notice, the driver shall not wear the private hire driver's badge but will have it available for inspection by any authorised officer or any police officer on request. ix. At all times during the period of the exemption notice the driver of the vehicle will be appropriately dressed in either a formal chauffeur's uniform or a business suit with collar and tie. 		
<p>7. Other Signage:</p> <ul style="list-style-type: none"> a) Approved no smoking signage must be fitted internally to the vehicle for the benefit of all passengers. b) No signs, notices, advertisements, plates, marks, numbers, letters, figures, symbols, emblems or devices whatsoever shall be displayed on, in or from the vehicle except as may be required by any statutory provision or required or permitted by these conditions. c) Except where the sign: <ul style="list-style-type: none"> • contains no words or numbers other than the 	<p>The limitation on other signage reduces the likelihood of confusion or misunderstanding by the public by allowing clear observation of the signs relevant to the licence.</p>	<p>No comments made by the consultation on these conditions</p>

<p>name, address and telephone number of the operator of the vehicle or the name under which he carries on his business and his business address and telephone numbers;</p> <ul style="list-style-type: none"> • displays sponsored commercial advertisements, for which prior permission has been obtained from the Council. • displays an information sticker or disc describing membership of a taxi trade associations or similar taxi trade body is permitted in the windscreen of licensed hackney carriage and private hire vehicles provided that it is of such a size and in such a position so as not to obscure the field of vision of the driver. The display of such sticker or disc shall be limited to one per vehicle. <p>d) Any additional livery must not be above 12” measured from the bottom of the front passenger and driver door, and in any case must not protrude higher than the bump bar strip fitted to the door, this area will be regarded as the lower panel of the door</p> <p>e) Every Hackney Carriage vehicle must display in a prominent position inside the vehicle, the Council’s table of fares in force at that time.</p>	<p>Where a meter is used to calculate a fare for a journey the passenger should be provided with information relating to the fares charged for that journey.</p>	
<p>8. Meters:</p> <p>a) All Hackney Carriage Vehicles must be fitted with a taximeter and this must be linked to the illuminated roof sign in order that the meter controls the illumination of the sign.</p> <p>b) Where any taximeter is fitted to any licenced vehicle, the meter must be calibrated and the table of fares shall be prominently displayed within the vehicle. Any fares should be previously agreed by the Council. The meter shall be bear the original seal(s) as fitted by the</p>	<p>A meter is used by a taxi to calculate the fare in accordance with the table of fares published by the Council. Once the meter is on the roof sign must not be illuminated in order to indicate to the public the vehicle is not available for hire.</p> <p>The meter must be calibrated and sealed to ensure that the correct fees are being calculated and the council</p>	<p>Information for Members-</p> <p>The following issues were raised by the consultation and after discussion with the trade it was agree that the existing conditions would not require any amendment, no action required by members.</p> <p>Meter Calibration: The requirement to produce the calibration certificate at renewal was</p>

<p>person authorised to carry out the calibration.</p> <p>c) The calibration certificate should be made available to an authorised officer upon request and provided at each vehicle renewal.</p>	<p>should be given sight of the certificate to validate the security of the system.</p>	<p>agreed as part of the new application forms and checklists submitted for consideration by the LPS Committee in March 2015. The trade accepted that in order to ensure conformity then the certificate should be submitted at each renewal. This does not require the recalibration of the meter, only the presentation of a valid calibration certificate.</p>
<p>9. Radios and Communication Devices:</p> <p>a) Where radios are used to communicate between the driver, proprietor or operator, the proprietor shall ensure that any radio equipment fitted to a vehicle is at all times kept in a safe and sound condition and maintained in proper working order.</p> <p>b) Any means of radio communication used by the proprietor or driver of a vehicle with respect to the operation thereof must be a means of radio communication using radio frequencies other than those licensed by the Department of Trade and Industry for use by Citizens Band Radio.</p> <p>c) The licensee shall not fit, carry or use any radio frequency scanning apparatus in or on a licensed vehicle.</p> <p>d) <i>The use of data-head systems as a means of dispatching vehicles and for drivers to remotely accept bookings and log journeys is permitted. All data recorded by the system shall be retained by the Operator or proprietor and available for inspection for a minimum of 2 years.</i></p> <p>e) <i>Where a mobile phone is used as a means for the driver to communicate with the proprietor or operator of the vehicle or any other person during the course of</i></p>	<p>Radios should be maintained to ensure that they can be effective for communication.</p> <p>The frequencies used must not interfere with other communication systems.</p> <p><i>New conditions relating to the use of data head systems and mobile phones need to be included. To reduce the likelihood and risk to public safety associated with the use of hand held mobile devices, hands free systems should be fitted which can be operated by single touch or voice activation.</i></p>	<p>No comments made by the consultation on these conditions.</p> <p>Decision by Members-</p> <p>Decision by Members- Members may want to consider the additional conditions 9 (d) – (e) suggested by officers to set standards required with regard to data-head systems and the use of mobile phones as the main means of communication of bookings. Members will need to consider recent complaints relating to driver’s use of mobile phones and the need to protect public safety.</p>

<p><i>a journey this must be by the use of hands free device which is limited to single touch or voice activation.</i></p>	<p><i>Reflect other legislative requirements on use of mobile phones while driving.</i></p>	
<p>10. Exterior Bodywork Condition:</p> <ul style="list-style-type: none"> a) No hole or tear of metal, or other items (e.g. trim) to be capable of injuring a pedestrian or passenger. This is to include doors, door panels (inside) etc. b) The bodywork, partially or wholly to show no discoloration that is beyond normal ageing, for the vehicles age/mileage in the opinion of the Authorised Officer. It is not acceptable for panels to be of contrasting colour e.g. panels, door skins, bonnet, that are replacements by 'second hand' or primer coated. c) No tape or other means of fixings to any parts of the vehicle will be accepted other than the vehicle's standard fixings. d) The vehicle must not be a convertible, i.e. have a soft top. e) Forward mounted driving mirrors must be fitted on both sides of the vehicle. The mirrors must be maintained at all times to ensure the driver has a clear view to the rear of the vehicle. f) The proprietor shall ensure that the vehicle shall be maintained in a sound mechanical and structural condition and be capable of satisfying the Council's Vehicle Inspection & Safety Test at all times. g) The proprietor shall ensure that at all times when the vehicle is in use or available for hire, it is maintained in an efficient, safe, tidy and clean condition and that all relevant statutory requirements (including in particular those contained in Motor Vehicles (Construction and Use) Regulations) are fully complied with. 	<p>These conditions are to ensure the safety of passengers and protect the reputation of the fleet of licenced vehicles in Chorley.</p> <p>This is because convertible cars are usually on two door, not four door vehicles.</p> <p>Mirrors must be effective to ensure the safety of both passengers and the public.</p> <p>The vehicle must not show signs of rust, damaged or mismatched paintwork or have any sharp or jagged edges.</p> <p>Windows should not be chipped or scratched and the wipers must work effectively. The external fittings such as bumpers and light units must be securely fixed with the appropriate fitment to ensure the safety of passengers and protect the reputation of the fleet of licenced vehicles in Chorley.</p>	<p>No comments made by the consultation on these conditions</p>

<p>11. Engine Compartment:</p> <p>a) <i>The engine compartment should not have any loose wiring, cables or coverings. The engine and its components must be secure within the engine compartment.</i></p> <p>b) <i>There should be no signs of leakage of any fluids.</i></p>	<p><i>Suggested conditions to clarify matters considered by the vehicle inspection to support ensuring the safety of passengers and also the reputation of the fleet of licenced vehicles.</i></p>	<p>Decision by Members- Members may want to consider the additional conditions 11 (a) – (b) suggested by officers to clarify the standards required with regard to standards in the engine compartment.</p>
<p>12. Tyres:</p> <p>a) A vehicle must be fitted with at least four road wheels. This is to ensure the safety and comfort of passengers. Tyres must be road legal with a minimum tread of 1.6mm.</p> <p>b) Where the vehicle is designed to hold a spare wheel then a manufacturers approved spare wheel must be provided.</p> <p>c) The spare wheel must have a minimum of 3mm tread, be inflated to the correct pressure and maintained in a ready to use condition.</p> <p>d) Where there is no provision for a spare wheel then a manufacturer’s approved inflation kit will be accepted.</p>	<p>These conditions relate to safety for passengers and the public.</p>	<p>No comments made by the consultation on these conditions</p>
<p>13. Lights:</p> <p>a) All lights should be working in accordance with their designed function. There should be no loose connections, defective bulbs or LEDs or broken casings.</p>	<p>These conditions relate to safety for passengers and the public.</p>	<p>No comments made by the consultation on these conditions</p>
<p>14. Dashboard and Steering Column:</p> <p>a) The vehicle must not be left hand drive.</p> <p>b) Speedometer and odometer must be working correctly and illuminated.</p> <p>c) All settings to work and de-mist.</p> <p>d) Air-conditioning must be in working order where</p>	<p>Left hand drive vehicles may pose a safety risk the passengers and the public because they are not designed or specifically intended for driving on UK roads and as such does not provide the</p>	<p>No comments made by the consultation on these conditions.</p> <p>Decision by Members- Members may want to consider the additional conditions 14 (e) suggested by officers to clarify</p>

<p>fitted.</p> <p>e) <i>There should be no warning or service lights visible on the display when the ignition is switched on.</i></p>	<p>best driving position and visibility for the driver.</p> <p><i>Suggested conditions to clarify matters considered by the vehicle inspection to support ensuring the safety of passengers and also the reputation of the fleet of licenced vehicles.</i></p>	<p>the standards required with regard to interior trim.</p>
<p>15. Interior Trim Condition:</p> <p>a) The proprietor shall ensure that at all times when the vehicle is in use or available for hire, it is maintained in an efficient, safe, tidy and clean condition and that all relevant statutory requirements (including in particular those contained in Motor Vehicles (Construction and Use) Regulations) are fully complied with.</p> <p>b) An interior rear mirror must be fitted. The mirror must be maintained at all times to ensure the driver has a clear view to the rear of the vehicle.</p> <p>c) All pedal rubbers should be fitted; none should be worn to the metal, or missing.</p> <p>d) An interior passenger light shall be fitted and operative.</p> <p>e) All floor covering should be secure, tear/hole free, appropriate and present no risk to safety.</p> <p>f) No noticeable/abnormal odours.</p> <p>g) <i>The vehicle should be watertight with no sign of water ingress or staining on the roof covering.</i></p> <p>h) <i>The roof covering and all trim around doors and sills etc. shall be suitably fixed in position. They should be clean and free from any damage.</i></p> <p>i) <i>There should be openable windows for passengers on each side of the vehicle and these shall be maintained in working order and be free from damage.</i></p>	<p>The internal fittings such as handles, trim and lights must be securely fixed with the appropriate fitment to ensure the safety of passengers and protect the reputation of the fleet of licenced vehicles in Chorley.</p> <p>Mirrors must be effective to ensure the safety of both passengers and the public.</p> <p><i>Suggested conditions to clarify matters considered by the vehicle inspection to support ensuring the safety of passengers and also the reputation of the fleet of licenced vehicles.</i></p>	<p>No comments made by the consultation on these conditions</p> <p>Decision by Members- Members may want to consider the additional conditions 15 (g) – (l) suggested by officers to clarify the standards required with regard to interior trim.</p>

<p>j) <i>The floor shall be provided with a proper carpet or other suitable covering that is not worn and is in such a condition as not to cause any passenger to trip or slip.</i></p> <p>k) <i>Any mats must be kept in clean condition and must be appropriately fitted so as not to cause any passenger to trip or slip.</i></p> <p>l) <i>All fittings and fixtures must be kept in a clean condition, well maintained and in every way fit for public use</i></p>		
<p>16. Doors:</p> <p>a) The vehicle must have at least 4 doors. It must have at least two side doors for the boarding and alighting of passengers in addition to a separate door for the driver.</p> <p>b) No vehicle will be licensed if the passenger has to climb over seats or luggage to gain access or egress, or where such entrance or exit is sited over a fuel tank or high sill.</p> <p>c) Door catches must be secure at all times whilst being capable of easy operation by passengers.</p> <p>d) All door handles and levers shall be clearly visible and of a type consistent with those fitted to all other doors of the vehicle.</p>	<p>These conditions relate to the ease of ingress and egress from the vehicle for passengers and were considered by the Committee following inspection of different vehicles with varying configurations. The conditions were agreed to ensure the safety and comfort of passengers and allow all passengers unhindered access and exit from the vehicle.</p>	<p>Decision by Members- The following conditions were discussed in the consultation and the following LLP meetings and the Committee are asked to make a decision on retaining the current conditions or approving alternative conditions:</p> <p>Door Numbers and Configuration: The current conditions require vehicles to have at least 4 doors, two of which are for passenger use, the proposed wording is to remove the number 4, as this adds an element of confusion for applicants on the configuration of the vehicle. Members are asked to consider the wording in condition 16 (a) and make a determination if the wording should be changed.</p>
<p>17. Seats:</p> <p>a) All seats are to be secure. No movement will be allowed that compromises the safety and comfort of any passenger or driver.</p> <p>b) Seating for each passenger must be not less than 400mm (16”) with a minimum width, measured between the arm rests, or any other point that is</p>	<p>These conditions were agreed by Committee to ensure the safety and comfort of passengers</p>	<p>Decision by Members- The seat conditions were discussed in the consultation and the following LLP meetings and the Committee are asked to make a decision on retaining the current conditions or approving alternative conditions: The current condition (here as 17 (i) in the</p>

<p>protruding into passenger seating area, and be measured between the rear side passenger doors of not less than 1220mm (48").</p> <p>c) Where the vehicle is fitted with continuous seats, one person shall be counted for each complete length of 400mm (16") measured in a straight line lengthwise on the front of each seat.</p> <p>d) Where any such continuous seat is fitted with arms for the purpose of separating the seating spaces and those arms can be folded back or otherwise put out of use, the seat shall be measured as if it had not been fitted with such arms.</p> <p>e) Only one passenger may be accommodated in the front of the vehicle next to the driver in cases where the vehicle is designed to take only one front seat passenger.</p> <p>f) All seats must be fitted with the manufacturer's head restraints to protect passenger safety in the event of an accident.</p> <p>g) No vehicle with rear or side facing seating will be considered for licensing except where that vehicle has been purposely constructed to accommodate such seating and holds a suitable vehicle type approval awarded prior to first UK registration as detailed below. In any event any vehicle presented with such seating arrangements will be licensed at the discretion of the council.</p> <p>h) Any vehicle application received for a vehicle licence for more than 4 passenger seats, that vehicle shall have been purposely constructed to accommodate such seating and hold a suitable vehicle type approval, awarded prior to first UK registration.</p>	<p>See reasons for Condition 3.</p>	<p>proposed updated conditions) were agreed by the LPS committee in 2012 where members were presented with a number of vehicles with additional rows of seating, such as the pull up seats in a Vauxhall Zafira or the Ford S-max type vehicles. Members determined at that time that these seats did not provide sufficient legroom for passengers and also the means of entry and exit from the seats was unacceptable because the row of seats in front needed to be lifted. There was also an additional risk of those seats falling back into position and trapping fingers etc. members agreed that for extended families the use of such vehicles as child seats was their purpose, but they were not suitable as passenger vehicles.</p> <p>The trade have asked that these conditions are reviewed so that 6 seater vehicles can be used. Officers have inspected a number of 6 seater vehicles from different manufacturers to inform the review. There were marked differences in the amount of legroom, foot space and access available for passengers in the 3rd row of seats, and there were also differences in the way the 2nd row moved to allow space for access and safe lifting and lowering of those seats. If Members are minded to allow discretion to licence those vehicles then Officers propose the changes to 17 (i) and additional conditions 17 (j), (k) and 18 (b) below, to ensure that passenger safety and comfort are maintained.</p> <p>Although not specifically mentioned, there has been previous discussion about rear facing</p>
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<p> ð) The vehicle shall be of the original manufactures design and specification, every seat shall be regarded as a permanent seat <i>for the purposes of licensing.</i> and no seating shall be capable of being stowed within the confines of the body of the vehicle (except for purpose built Hackney Carriage Vehicles). </p> <p> j) <i>Where seating is capable of being stowed within the confines of the body of the vehicle the Council may use its discretion to licence the vehicle where it meets the foot-well and legroom provisions.</i> </p> <p> k) <i>Where additional stowable seating is used in the rear of the vehicle, the seats in front must lift as one unit in order to provide sufficient, easy and safe access to the rear seats.</i> </p> <p> l) No vehicle shall by any design or feature of that vehicle be capable to offer seating for more than the number of passengers as stated on the vehicle licence. Any modifications made to satisfy this requirement shall be made to the satisfaction of the council. </p> <p> m) Seats and upholstery shall be dry and have no obvious stains, rips, tears or holes. All upholstery shall match. </p> <p> n) <i>All original seating must be maintained in a clean and serviceable condition.</i> </p> <p> o) <i>Where seat covers are fitted they must be so designed and secured as to prevent any movement of the covering during use by passengers. They must be kept in a clean and serviceable condition and must be of a colour which is in keeping with the original trim of the vehicle.</i> </p> <p> p) <i>The law relating to child seats does not apply to taxis, children under 3 years old may travel</i> </p>	<p> This condition relates to the ease of ingress and egress from the vehicle for passengers and comfort for passengers during the journey and were considered by the Committee following inspection of different vehicles with varying configurations. The condition was agreed to ensure the safety and comfort of passengers. </p> <p> The proposed condition is in response to the consultation and offers some flexibility within the policy to allow vehicles with stowable seating to be considered where the vehicle has sufficient leg and foot space for a comfortable journey and is capable of easy and safe access to these seats by an average sized adult. </p> <p> <i>Suggested conditions to clarify matters considered by the vehicle inspection to support ensuring the safety of passengers and also the reputation of the fleet of licenced vehicles.</i> </p>	<p> seats (17 g), as these are not ordinarily permitted but the trade have advised that LCC do accept them for some of their contracts. Members may want to consider reviewing this condition to allow for rear facing seats where this is the design of the seating configuration and there is adequate ingress and egress for passengers. </p> <p> Decision by Members- Members may want to consider the replacement and additional conditions 17 (n) – (q) suggested by officers to clarify the standards required with regard to seating and also the legal position in relation to child passengers. </p>
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<p><i>without a car seat or seat belt but must be on the back seat. Children over the age of 3 must wear an adult seat belt and may travel in either the front or the back passenger seats.</i></p> <p>q) <i>Where a passenger provides their own child seat the driver must ensure that it is properly fitted and secured for the duration of the journey.</i></p>	<p><i>Suggested conditions clarifying legal position with regard to child seats.</i></p>	
<p>18. Legroom:</p> <p>a) There shall be a minimum gap of 180mm (7") between the back of any forward seat and the front edge of any rear seating; this shall be measured when the front seating is in its furthest pushed back position. (Seating relates to the base of the seat as opposed to the back support of the seating arrangement).</p> <p>b) Each passenger must be able to place their feet into a foot-well, in order that sufficient legroom is available for a comfortable journey. A foot-well will be defined as a marked/ observable difference in level between the floor level where the base of the seat is fixed and the space where the passenger would place their feet.</p>	<p>This condition relates to the ease of ingress and egress from the vehicle for passengers and comfort for passengers during the journey and were considered by the Committee following inspection of different vehicles with varying configurations. The condition was agreed to ensure the safety and comfort of passengers.</p> <p><i>For this reason most stowable additional seating is unsuitable for the use of passengers as they do not usually provide sufficient leg room or a defined foot-well space.</i></p>	<p>Decision by Members- The following conditions were discussed in the consultation and the following LLP meetings and the Committee are asked to make a decision on retaining the current conditions or approving alternative conditions:</p> <p>The trade have asked for the removal of the existing legroom condition (18 a). Members will need to decide if they want to retain, amend or remove this condition after consideration of the potential impact on passenger safety and comfort. For information Officer have contacted other Lancashire authorities and a number of neighbouring local authorities also have legroom provisions:</p> <p>West Lancs - 200mm (8") (measured with front seat in a normal position) Preston - 200mm (8") (measured in the same way as Chorley) or 1500mm from the base of the rear seat to the front foot-well Lancaster - 200mm (8") (measured in the same way as Chorley) or 1500mm from the base of the rear seat to the front foot-well Fylde- 180mm (7") (measured from the front of the front edge of the seat to any seat or restriction in front of the seat)</p>

		<p>Hyndburn, Pendle and Ribble Valley responded that they do not have legroom conditions. Rossendale does not have a legroom condition.</p> <p>As with 17 above, the trade asked for a review of the conditions which prevents the use of stowable seats. If Members are minded to allow greater discretion in licensing vehicles with such configurations, then officers propose that a foot-well condition is added to safeguard passenger comfort.</p>
<p>19. Headroom:</p> <p>a) The height as measured between the rear seat and the height to the roof lining in a vertical plane must be not less than 860mm (34"). This shall be measured at the centre of a passenger seat situated between the two rear passenger doors.</p>	<p>This is to ensure the comfort of passengers.</p>	<p>No comments made by the consultation on these conditions</p>
<p>20. Luggage Space:</p> <p>a) Every estate type vehicle shall be fitted with the manufacturer's approved or other universal type approved grille, securely fixed to the frame of the vehicle between the passenger area and load (luggage) carrying area.</p> <p>b) Each vehicle must provide suitable and sufficient luggage space and a means of securing the luggage to prevent damage or injury</p>	<p>This is to prevent any injury to passengers where luggage may become dislodged.</p>	<p>No comments made by the consultation on these conditions</p>
<p>21. Emissions Standards:</p> <p>a) <i>Hackney Carriage Vehicles waiting on the rank are required to switch off engines (except in extreme weather conditions where heaters would be required for the welfare of the driver) in order to reduce air pollution emissions in the town centre.</i></p> <p>b) <i>Vehicles presented for licensing as taxis should meet a minimum Euro 5 emissions standard.</i></p>	<p><i>Proposed condition. Taxis provide a public transport service and as such are subject to a large number of journeys and high mileage. These vehicles have the ability to impact on the air quality of the district in the same way that any other public transport vehicle does. In</i></p>	<p>Decision by Members-</p> <p>Members may want to consider the additional conditions 22 (a) – (b) to seek improvements in air quality and consequently public health. If the principle of introducing these conditions is agreed by members then the timescales and a phased approach would need to be decided upon.</p>

	<p><i>the same way that fleet vehicles and public transport vehicles are required to meet a minimum emissions standards, vehicles licenced by the Council should also meet a minimum standard to ensure that the Council is fulfilling its duty in reducing harmful air emissions that impact on public health.</i></p>	
<p>22. NCAP Safety Rating: a) <i>Vehicles presented for licensing as taxis should meet a minimum NCAP European Safety rating of 4 stars.</i></p>	<p><i>The purpose of vehicle licensing is primarily to protect public safety.</i></p>	<p>Decision by Members- Members may want to consider the additional conditions 13 (a) suggested by officers to seek improvements in vehicle safety for drivers and passengers. If the principle of introducing these conditions is agreed by members then the timescales and a phased approach would need to be decided upon.</p>
<p>23. Engine Capacity: a) The engine capacity must be adequate for the loads to be carried. Accordingly, the vehicle should have an engine capacity of at least 1200cc.</p>	<p>Proposal to review this condition based on changes in vehicle technology that mean lower capacity engines, hybrid and electric vehicles may be suited to use as taxis.</p>	<p>Decision by Members- The following issue was raised by the consultation and after discuss with the trade it was agree that the existing conditions would be removed with approval from the Licensing and Public Safety Committee: Engine capacity: The condition required an engine capacity of at least 1200cc, the introduction of new vehicle technology makes this condition obsolete. Therefore members are asked to agree the removal of this condition.</p>