

Public Document Pack



Cambridge City Council

Licensing Committee

Committee Members: Councillors Bird (Chair), Ratcliffe (Vice-Chair), Benstead, Abbott, Adey, Gawthrope, Gehring, McPherson, T. Moore, Pippas, Sinnott and Smart

Alternates: Councillors Holt and R. Moore

Published & Despatched: Friday, 14 July 2017

Date: Monday, 24 July 2017

Time: 10.00 am

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: Democratic Services

AGENDA

09.00am: Licensing & Enforcement Briefing

This briefing will start at 9.00am and is open to Members of the Committee only.

The meeting of the Licensing Committee will start at 10.00am and members of the public are welcome to attend.

- 1 **APOLOGIES FOR ABSENCE**
- 2 **DECLARATIONS OF INTEREST**
- 3 **MINUTES OF THE PREVIOUS MEETING** (*Pages 5 - 10*)
- 4 **PUBLIC QUESTIONS**
- 5 **ENHANCED DBS CHECKS FOR NON-DRIVER OPERATORS AND PROPRIETORS** (*Pages 11 - 16*)
- 6 **REVIEW OF THE HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY** (*Pages 17 - 70*)
- 7 **HACKNEY CARRIAGE TABLE OF FARES** (*Pages 71 - 82*)

Information for the Public

Location The meeting is in the Guildhall on the Market Square (CB2 3QJ).

Between 9 a.m. and 5 p.m. the building is accessible via Peas Hill, Guildhall Street and the Market Square entrances.

After 5 p.m. access is via the Peas Hill entrance.

All the meeting rooms (Committee Room 1, Committee 2 and the Council Chamber) are on the first floor, and are accessible via lifts or stairs.

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- For questions and/or statements regarding items on the published agenda, the deadline is the start of the meeting.
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LICENSING COMMITTEE

20 March 2017

10.00 - 10.40 am

Present: Councillors Bird (Chair), Benstead (Vice-Chair), Abbott, Gawthrop, Holt, McPherson, Pippas, Sinnott and Smart

Officers:

Environmental Health Manager: Yvonne O'Donnell

Team Manager (Commercial & Licensing): Karen O'Connor

Solicitor: Carol Patton

Committee Manager: Emily Watts

FOR THE INFORMATION OF THE COUNCIL

17/58/Lic Apologies for absence

Apologies were received from Councillors Adey, Moore and Ratcliffe.

17/59/Lic Declarations of Interest

No declarations of interest were made.

17/60/Lic Minutes of the previous meeting

The minutes of the meeting held on 30/01/17 were approved as a correct record and signed by the Chair.

17/61/Lic Public Questions

There were no public questions.

17/62/Lic Procurement and Implementation of a Hackney Carriage Demand Survey

The Committee received a report from the Environmental Health Manager regarding the procurement and implementation of a Hackney Carriage demand survey.

The Committee made the following comments in response to the report:

- i. The survey did not measure every taxi provider on the market within the City, for example Uber and private hire. Would this impact on the statistical significance of the results?
- ii. Welcomed the professional research and hoped that the outcome would better enable the council to meet the needs of customers.
- iii. Would like to see all old taxis replaced by wheelchair user accessible vehicles.
- iv. How would the amount of new Hackney Carriage vehicles be quantified if the survey results suggested that customer needs were unmet?

In response to Members' questions the Environmental Health Manager said the following:

- i. This survey was designed to specifically measure the Hackney Carriage Service. The survey would use both quantitative and qualitative research methods to answer questions surrounding key issues such as taxi rank waiting times, overcrowding and whether demand was being met.
- ii. The law stated that the Council has authority to undertake a demand survey but limits the authority to Hackney Carriage vehicles only. The Council had to work within the remit of the law.
- iii. Vehicles that are used as taxis must be replaced once they reach 9 years old. Some but not all of the replacement vehicles are wheelchair accessible.
- iv. If customer needs were seen to be unmet after the survey the council would seek independent advice on how to meet the demand. If applicable, the amount of additional Hackney Carriage vehicles needed would be indicated by the survey results. The figures would come to Licencing Committee to make the policy decision.

Councillor Benstead referred to wheelchair accessible vehicles and confirmed that some charities and disability groups prefer saloon style vehicles because they are more easily accessible. As such, it was important to have a combination of vehicles available to meet the varying needs of the community.

The Committee:

Resolved (unanimously) to:

- i. Endorse the procurement and implementation a new Hackney Carriage Demand Survey to determine whether a significant unmet demand continued to exist in the City, and to bring the results and recommendations to Licensing Committee in January 2018.

- ii. Agree to instruct officers as part of the demand survey, to review the accessibility policy in relation to the Hackney Carriage Vehicles and to bring the results and recommendations to Licensing Committee in January 2018.

The meeting ended at 10.40 am

CHAIR

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LICENSING COMMITTEE

25 May 2017
1.00 - 1.10 pm

Present: Councillors Bird (Chair), Ratcliffe (Vice-Chair), Benstead, Abbott, Adey, Gawthrope, McPherson, T. Moore, Pippas, Gehring, Sinnott and Smart

Officers:

FOR THE INFORMATION OF THE COUNCIL

17/63/Lic Appointment of Sub Committees

The Committee agreed the following membership of 4 Sub committees of 3 members each to undertake the business of the Licensing Committee:

Sub Committee A: Councillors Benstead, Sinnott, Gehring

Sub Committee B: Councillors Bird, Ratcliffe, Adey

Sub Committee C: Councillors Gawthrope, Abbott, T. Moore

Sub Committee D: Councillors McPherson, Smart, Pippas

It was noted that if any member was unable to attend a scheduled Sub Committee they would be substituted by another member of the Committee.

The meeting ended at 1.10 pm

CHAIR

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CAMBRIDGE CITY COUNCIL

REPORT OF: Yvonne O'Donnell
Environmental Health Manager

TO: Licensing Committee

24 July 2017

WARDS: All

CRIMINAL RECORD CHECKS FOR NON-DRIVER PROPRIETORS OF VEHICLE AND OPERATOR LICENCES

1. INTRODUCTION

- 1.1 In October 2016 Cambridge City Council's 'Hackney Carriage and Private Hire Licensing Policy' (the 'policy') was reviewed and updated following consultation with the trade and members of the public.
- 1.2 One of the changes relates to the requirement for 'non-driver proprietors' of vehicle and operator licences to undertake a criminal record check at 'enhanced disclosure' level at three-yearly intervals. This check is now known as an Enhanced DBS (Disclosure and Barring Service) check.
- 1.3 The DBS, however, advised the Council in May 2017 that non-driver proprietors of vehicle and operator licences were not eligible for an Enhanced DBS check and therefore the policy needs to be changed.

2. RECOMMENDATIONS

- 2.1 Members are recommended to:
 - 2.1.1 Amend the policy to require non-driver proprietors and operators to undertake a Basic DBS check at 3-yearly intervals.
 - 2.1.2 Confirm the continuation of the requirement for all non-driver proprietors to attend, and successfully pass, the Customer Awareness, Safeguarding, Equality and Protection training course.
 - 2.1.3 Direct the refund of £19 to each non-driver proprietor whom has already undertaken an Enhanced DBS check.

3. BACKGROUND

- 3.1 The term 'non-driver proprietor' relates to individuals who are attached to a Hackney Carriage Vehicle, Private Hire Vehicle or Private Hire Operator licence, and are not also a licensed driver. These individuals tend to be 'joint proprietors' who are often relatives of the 'lead proprietor'. It is common for Hackney Carriage Vehicle licences to have more than one proprietor attached and there are no legal provisions prohibiting this.
- 3.2 All drivers are required to complete an Enhanced DBS check every 3 years. Prior to the change of policy in October 2016 the requirements for non-driver proprietors were as follows:
- Hackney Carriage and Private Hire Vehicle licences:
Required to submit proof of address before being able to be attached to the licence
 - Private Hire Operator licences:
Required to submit a Basic DBS certificate before the grant of the licence and then at every renewal appointment.
- 3.3 A Basic (or 'standard') DBS involves a check of an applicant's criminal record against the Police National Computer for any reprimands, warnings, cautions or convictions.
- 3.4 An Enhanced DBS check includes all the information included as part of a basic check, in addition to checks of the barred lists, and any information held locally by police forces that is considered relevant to the child workforce and post applied for.
- 3.5 In May 2016 there were discussions between Licensing, Legal Services and our internal DBS expert within Human Resources, with respect to changing the policy to require non-driver proprietors to undertake enhanced disclosure checks.
- 3.6 This process included a review of the relevant guidance on whether the Council could ask for enhanced checks for non-driver proprietors.
- 3.7 The DBS's guidance document, '*A guide to eligibility for DBS checks*', provides that that licences included in the Rehabilitation of Offenders Act 1974 (Exceptions) Order 1975 were for "*Taxi Driver and Private Hire Vehicle licensing purposes*". This suggested that it was not specifically drivers that would be eligible for an enhanced check.

- 3.8 The conclusion was that a licensing authority may require an applicant for a licence under the Town and Police Clauses Act 1847, or under Section 57 of the Local Government (Miscellaneous Provisions) Act 1976, to submit any information that they may reasonably consider necessary to enable them to determine whether the licence should be granted and whether conditions should be attached to any such licence.
- 3.9 In light of internal consultations, and the relevant guidance, it was felt that although non-driver proprietors would not be driving a licensed vehicle, they may still form part of, or have access to, the running of the business e.g. able to check records, be party to transactions etc.
- 3.10 Due to this access to relevant business information the Council took the view that that all licence holders should be subject to an Enhanced DBS check every 3 years and, attend the 'Customer Awareness: Safeguarding, Equality and Protection' training course, as part of the 'fit and proper' test to be a licence holder. It was therefore decided in the interests of public safety to pursue a change of the policy.
- 3.11 The draft policy went out to consultation from the 18th July 2016 until the 22nd August 2016. No feedback was received on this particular proposal.
- 3.12 On the 19th October 2016 the Licensing Committee unanimously resolved to adopt the draft policy, which came into immediate effect.
- 3.13 The policy currently provides:
- 35.4 ...Cambridge City Council therefore requires any Proprietors or Operators that are not licensed drivers with Cambridge City, to undertake an enhanced DBS upon application and every three years after (if subsequent renewal applications are made).*
- 44.6 Private Hire operators, that are not licensed drivers, are required to produce an enhanced DBS certificate.*
- 3.14 Subsequently systems were introduced to implement this change in policy, including confirming the process for how non-driver proprietors could apply for an enhanced disclosure check.
- 3.15 In May 2017 the Commercial & Licensing Team received contact from two members of the trade who had made their own independent enquiries with the DBS. They had been advised that non-driver proprietors were not eligible for an Enhanced DBS check. It was

therefore put to the Council that the checks currently being undertaken for non-driver proprietors were unlawful.

- 3.16 The Council therefore decided to contact the DBS directly as matter of urgency in order to seek clarification on the matter.
- 3.17 On the 10th May 2017 the Council received a response from the DBS who advised that from looking at all the legal provisions and guidance available that eligibility for an Enhanced DBS check is restricted to taxi and private hire driver licences only. Non-driver proprietors therefore do not meet the criteria to be eligible for an Enhanced DBS check.
- 3.18 Following receipt of this information all future appointments with non-driver proprietors were cancelled. It has been calculated that approximately 40 individuals have so far applied for an Enhanced DBS check through the Council.
- 3.19 Legal advice has been sought and confirmed that the Council can lawfully ask for a Basic DBS for non-driver proprietors of vehicle and operator licences. Disclosure Scotland has also indicated to the Council that a Basic DBS can be completed for a non-driver proprietor.
- 3.20 It is therefore proposed that non-driver proprietors and operators will be required to provide a Basic DBS every 3 years. The Council will, however, accept any Enhanced DBS certificates received from a non-driver proprietor thus far.
- 3.21 There is, however, the issue of those licence holders who have already undertaken an Enhanced DBS check unnecessarily. The Commercial & Licensing Team has so far received two enquiries from individuals asking if they will be compensated.
- 3.22 The cost difference between an enhanced and Basic DBS is £19. With an estimated 40 Enhanced DBS checks having been undertaken to date by non-driver proprietors or operators, an estimated £760 in total has been paid by non-driver proprietors to undertake the requested Enhanced DBS checks.
- 3.23 It is intended to leave the requirement for all licence holders, including non-driver proprietors to attend, and successfully pass, the Customer Awareness, Safeguarding, Equality and Protection training course.

3.24 It is proposed, however, to add an exemption policy for non-driver proprietors who can demonstrate that it would be wholly unreasonable or impractical for them to attend one of the Customer Awareness, Safeguarding, Equality and Protection training courses e.g. they permanently live abroad, unable to travel due to a medical condition etc. Exemptions would be issued on a case-by-case basis by the Environmental Health Manager, where a request is made and evidence is duly presented. This exemption will be reviewed every 3 years when the refresher training is due.

4. OPTIONS

4.1 Members may:

- a. Agree to change the policy and request that all non-driver proprietors of vehicle and operator licences undertake a Basic DBS every 3 years.
- b. Agree to change the policy in some other way.

4.2 Should members choose option A then it suggested that those licence holders who have already completed and paid for an Enhanced DBS application be refunded the difference between a basic and enhanced check, which stands at £19.00. All individuals will be written to, advised of the situation and invited to apply for a refund.

5. CONSULTATION

5.1 No consultation is required.

6. CONCLUSIONS

6.1 In order to comply with current direction from DBS Scotland, the policy needs to be changed as non-driver proprietors and operators cannot undertake Enhanced DBS checks at this time.

6.2 In the interests of public safety it is suggested that non-driver proprietors and operators instead provide a Basic DBS certificate at 3-yearly intervals.

7. IMPLICATIONS

(a) **Financial Implications**

If refunds are to be issued then these will be sourced from the taxi licensing budget. It is estimated refunds will amount to approximately £760.

(b) **Staffing Implications**

Any processing of refunds will be undertaken within existing provision.

(c) **Equal Opportunities Implications**

Nil.

(d) **Environmental Implications**

Nil.

(e) **Procurement**

Nil.

(f) **Consultation and communication**

Nil.

(g) **Community Safety**

Nil.

To inspect these documents contact Alex Beebe on extension 7723.

The author and contact officer for queries on the report is Alex Beebe on extension 7723.

Date originated: 12 July 2017

Date of last revision: 12 July 2017

CAMBRIDGE CITY COUNCIL

REPORT OF: Yvonne O'Donnell
Environmental Health Manager

TO: Licensing Committee

24 July 2017

WARDS: All

REVIEW OF THE HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY

1. INTRODUCTION

- 1.1 Cambridge City Council has responsibility for licensing Hackney carriage, Private Hire and Dual Drivers, proprietors and operators within the City. The current Hackney Carriage and Private Hire Licensing Policy (the 'policy') applies to all drivers, vehicles and operators (Appendix A).
- 1.2 The policy is intended to ensure that both the trade and the public have a document that fully explains the licensing procedures to all parties in a clear and transparent manner.
- 1.3 The Council shall seek to promote the following objectives that impact on the Hackney Carriage and Private Hire trades:
 - i) The protection of the public;
 - ii) The establishment of professional and respected hackney carriage and private hire trades;
 - iii) Access to an efficient and effective public transport service; and
 - iv) The protection of the environment
- 1.4 The policy provides the Council, and Council Officers, who are required to administer the licensing function, with appropriate guidelines within which to act. In exercising its discretion in carrying out its regulatory functions, the Council shall have regard to the Hackney Carriage and Private Hire Licensing policy document.
- 1.5 The policy was last updated in October 2016, following review and consultation with the trade and members of the public.

- 1.6 Since the policy has come into effect the Environmental Health Manager has received several requests from the trade for the policy to be amended.
- 1.7 Permission is therefore being sought by members to go out to consult on proposed changes to the policy.

2. RECOMMENDATIONS

- 2.1 Members are recommended to approve that officers go out to consult on of the proposed changes to the Hackney Carriage and Private Hire Licensing Policy, using the form within Appendix B. The results of the consultation will then be presented at the next full meeting of the Licensing Committee in October 2017.

3. BACKGROUND

- 3.1 The Environmental Health Manager has received the following requests from the trade. The requests received are provided in Appendix C.
- 3.2 Where a relevant service appears to have a directly relevant input, pre-consultation has been made in order to establish relevant opinions. Where this occurred it has been included below.
- 3.3 Removal of the need for licensed vehicles to carry a first aid kit. The East of England Ambulance Service NHS Trust has advised that they would like to see the practice of drivers of licensed vehicles continuing to carry first aid kits, if nothing else other than for their own treatment.
- 3.4 Removal of the need for licensed vehicles to carry a fire extinguisher. Cambridgeshire Fire & Safety Service were approached and expressed their support for licensed vehicles carrying a fire extinguisher.
- 3.5 The requirement for a licensed vehicle to carry a fire extinguisher and first aid kit is provided by the following:
 - City of Cambridge Hackney Carriage Bye Law 3*
 - Vehicle Licence Conditions (Hackney Carriage and Private Hire Vehicles)
 - FTA Hackney Carriage and Private Hire Vehicles – *National Inspection Standards* – adopted October 2016
 - **fire extinguisher only*

- 3.6 Change of age limits for vehicles. Currently the policy provides that a new vehicle cannot be granted a licence if it is more than 4 years old. Additionally a renewal will not be granted to a vehicle more than 9 years old. It has been suggested that vehicles older than 4 years could be granted a new licence, although the 9 year age limits for renewals should remain. The Environmental Quality and Growth Team have advised that they would prefer to see the 4 year limit for new vehicle licences, kept as existing, in order to not erode air quality standards.
- 3.7 Adding a condition attached to the licences of all Hackney Carriage Vehicles to carry a card payment machine and accept debit/credit card payments.
- 3.8 It is understood that the vehicles of all Cambridge City Licensed Taxis (CCLT) members currently carry a card reader. Furthermore, in January 2014 Licensing Committee agreed to include a maximum 5% surcharge on the 'Hackney Carriage Table of Fares' for fares where a debit or credit card payment is taken.
- 3.9 Adding a livery requirement for all Hackney Carriage Vehicles. This could, for example, be a colour scheme exclusively for Hackney Carriage Vehicles, which would help the public to distinguish between a Hackney Carriage Vehicle and a Private Hire Vehicle. 'Cambridge Blue' has been suggested as a possible option.
- 3.10 Adding a condition attached to all vehicle licences that CCTV be installed, be locked, and only accessed by the licensing authority and Police. This would provide additional safety to both the public and drivers where potential issues arise.
- 3.11 Allowing rear loading wheelchair accessible vehicles. Currently the policy provides that all new licensed Hackney Carriages must be side loading; the Council will not licence rear loading wheelchair accessible vehicles.

4. CONSULTATION

- 4.1 It is proposed to undertake a 5 week consultation on the proposals from Monday 31st July 2017 to Sunday 3rd September 2017.
- 4.2 The consultation will be advertised through a variety of means including:

- Letters to licence holders;
- Contact with the trade and key stakeholders;
- Taxi Newsletter – due to be published mid-August;
- Taxi Trade Forum – Friday 4th August 2017; and
- Published on the council website.

4.3 The proposed consultation document can be found as Appendix C.

4.4 All feedback is encouraged and all comments will be considered as part of the review and in preparation of the final policy document.

4.5 The results of the consultation exercise will be put to Members at the next meeting of Licensing Committee in October 2017 to take account of the feedback from the trade and other stakeholders in order to consider any amendments to the Hackney Carriage and Private Hire Licensing Policy.

5. CONCLUSIONS

5.1 The Licensing Committee and the Commercial & Licensing Team have a responsibility to ensure that the policies and procedures which are in place are robust enough to ensure that only fit and proper persons hold a licence and that the Council supports the licensed hackney carriage and private hire trade in protecting the public.

5.2 The Hackney Carriage and Private Hire Licensing Policy is designed to put the Council's licensing requirements into practice and in order to deliver a transparent, accountable and efficient licensing service, the Council welcomes the opportunity to consult and review the existing policy.

6. IMPLICATIONS

(a) Financial Implications

Provision is made in the council's budget for the taxi licensing service, which is run on cost recovery basis. The cost of the consultation will form a part of the administration function.

(b) Staffing Implications

Existing staff resources will absorb the consultation and review of the policy, along with any changes arising from the review.

(c) Equal Opportunities Implications

An Equality Impact Assessment has not yet been undertaken but will be carried out on the reviewed policy after the consultation process has been completed and prior to any changes to the policy being formally adopted.

(d) Environmental Implications

Nil.

(e) Procurement

Nil.

(f) Consultation and communication

There will be a formal consultation on the Hackney Carriage and Private Hire Licensing Policy with the trade and other key stakeholders. This will be through a variety of means including the Trade Forum and on our website.

(g) Community Safety

Cambridge City Council has a duty to provide a safe and secure taxi service. The Council has a responsibility to review, consult and publish the Hackney Carriage and Private Hire Licensing Policy on a regular basis, or it could be believed that the Authority's policy is not sound.

APPENDICES

Appendix A – Hackney Carriage and Private Hire Licensing Policy

(Available online at: <https://www.cambridge.gov.uk/sites/default/files/hackney-carriage-and-private-hire-policy.pdf>)

Appendix B – Consultation Document

Appendix C – Requests from the trade to change policy

To inspect these documents contact Alex Beebe on extension 7723.

The author and contact officer for queries on the report is Alex Beebe on extension 7723.

Date originated: 12 July 2017

Date of last revision: 12 July 2017

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Cambridge City Council

Hackney Carriage and Private Hire Licensing Policy

October 2016

Date Adopted	17 October 2016
Author	Vickie Jameson
Version	1
Date Last Updated	17 October 2016
By	Vickie Jameson

Hackney Carriage and Private Hire Licensing Policy

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PART 1

INTRODUCTION

1.0 SUMMARY

- 1.1 This document sets out Cambridge City Council's Hackney Carriage and Private Hire Licensing Policy on the licensing of Hackney Carriage and Private Hire Drivers and Vehicles together with all Private Hire Operators. This document also sets out the legislative framework administered by the Licensing Authority in respect of such licences, however this Policy is not a comprehensive statement of the law.
- 1.2 This Hackney Carriage and Private Hire Vehicle Licensing Policy must reflect the clear vision of the Council to lead a united city, 'One Cambridge – Fair For All', in which economic dynamism and prosperity are combined with social justice and equality. It is a vision that the Council will share and develop, working with its citizens and partner organisations.
- 1.3 Hackney Carriage and Private Hire Vehicles play a vital and integral part in an integrated public transport system and the importance of a thriving hackney carriage and private hire trade to the growth and prosperity of Cambridge's local economy is recognized; however, the safety and welfare of the public is the over-riding principle that will be considered when matters are dealt with under the Policy.
- 1.4 This Hackney Carriage and Private Hire Licensing policy is intended to put the Council's licensing requirements into context for all parties in a clear and transparent manner.

2.0 AIMS AND OBJECTIVES

- 2.1 In setting out this policy, the Licensing Authority seeks to carry out its licensing functions with a view to promoting the following objectives:
 - i) The safety and protection of the public;
 - ii) Vehicle safety, comfort and access;
 - iii) The prevention of crime and disorder;
 - iv) The promotion of environmental sustainability
 - v) Protection of children and adults at risk from harm
- 2.2 The aim of the Policy is primarily to protect the public as well as to ensure that the public have reasonable access to services. The Licensing Authority shall seek to use its licensing powers to ensure that licensed vehicles in the district are safe, comfortable, properly insured and available where and when required.
- 2.3 As a guide, in the promotion of the above objectives, the Licensing Authority will consider the following matters:
 - Safety and protection of the public:
 - Consideration of history of convictions and cautions
 - Driver conduct and performance
 - Knowledge of Cambridge City
 - Health and fitness to fulfil the role of a licensed driver
 - Vehicle specifications
 - Vehicle safety, comfort and access:
 - Standards of vehicle comfort and appearance

- Location and use of ranks
- Accessibility of facilities
- Number of vehicles available
- Livery

The prevention of crime and disorder:

- Commitment to work with the Police and other relevant agencies
- Planned and unplanned enforcement programme to ensure compliance
- Operating rules, conditions, byelaws and fit and proper processes
- Support with local businesses for the dispersal of customers from licensed premises

The promotion of environmental sustainability:

- To investigate alternative technology, hybrid and electric vehicles
- To only permit licenses for vehicles that comply with the particular age requirements set out in this policy
- To work with stakeholders and the trade to support the Air Quality Action Plan

The protection of children and adults at risk from harm:

- Safeguarding requirements as set down in this policy
- Co -operation with other agencies to protect children and adults at risk
- Training to cover awareness of Safeguarding
- A robust reporting mechanism for Safeguarding issues
- Determination of fit and proper persons

2.4 The Policy recognises that the licensing function is only one means of securing the delivery of the above objectives. The Licensing Authority will therefore continue to work in partnership with the trade, its neighbouring authorities, the Police, other enforcement agencies, local businesses and local people towards the promotion of the licensing objectives.

2.5 Each application or enforcement measure shall be considered on its own merits, using the policy as a main guideline. Where, and if, it is necessary for the Licensing Authority to depart substantially from its policy, clear and compelling reasons shall be given for doing so.

2.6 This Policy refers to guidance that is available to applicants, drivers and operators to assist them with processes. This guidance is known as the Hackney Carriage and Private Hire Licensing Handbook.

3.0 POWERS AND DUTIES

3.1 This statement of licensing policy has been produced pursuant to the powers conferred by the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976, (as amended) which place duties on the Council to carry out its licensing function.

3.2 This document sets out the policy that the Licensing Authority will apply when making decisions about new applications and licences currently in force.

3.3 In undertaking its licensing function, the Licensing Authority will also have regard to

other relevant legislation including:

- i) Transport Act 1985 and other associated Road Traffic Acts
- ii) Road Vehicles (Constructions and Use) Regulations 1986.
- iii) Crime and Disorder Act 1998
- iv) Environmental Protection Act 1990
- v) Equality Act 2010
- vi) Health Act 2006 and Smoke-free Regulations 2006/7
- vii) Legislative and Regulatory Reform Act 2006
- viii) Road Safety Act 2006
- x) Human Rights Act 1998

4.0 BEST PRACTICE GUIDANCE

4.1 The Department for Transport (DfT) has national responsibility for hackney carriage and private hire legislation in England and Wales. In formulating this policy, advice contained in the "Taxi and Private Hire Vehicle Licensing: Best Practice Guidance 2010" has been taken into account in order to develop this policy.

There is recognition within the Guidance that licensing requirements which are unduly stringent and demonstrate a too restrictive approach may be detrimental to the public interest and could have adverse safety implications.

4.2 Local circumstances and requirements have been taken into account in this policy and the DfT itself recognizes that individual Councils are best placed to "*decide for themselves the extent to which they wish to make use of it or adapt it to suit their own purposes*"

5.0 STATUS

5.1 In exercising its discretion in carrying out its regulatory functions, the Authority shall have regard to this policy document and the objectives set out above.

5.2 Notwithstanding the existence of this policy, each application or enforcement measure shall be considered on its own merits. Where it is necessary for the Authority to depart substantially from its policy, clear and compelling reasons shall be given for doing so.

5.3 Nothing in this policy will prevent an applicant or licence holder from requesting that the Licensing Authority considers the individual merits of their case and give reasonable consideration to departing from its policy. Such request may be made to, or before, the Licensing Sub-Committee or Council Officers as deemed appropriate in the circumstances of the case.

5.4 This policy will provide the Licensing Authority and Council Officers who are required to administer the licensing function with appropriate guidelines within which to act.

5.5 Where applications do not meet the requirements of the policy the Environmental Health Manager has the delegated authority to refuse to grant a licence, refuse to renew a licence or to revoke or suspend an existing licence.

5.6 The policy shall be kept under review and revised as appropriate and, in any event, not less than five years from the date of its last adoption.

5.7 The policy does not override the legal requirements embodied in any legislation in

force at the time of adoption or as may be enacted after the adoption of this policy.

6.0 THE LICENSING REGIME

6.1 Some activities are considered to be of such risk to the safety of members of the public that the law requires an approval to be in place, in the form of a licence, to regulate that activity. This is the case with the Hackney Carriage and Private Hire trade who make themselves available for hire to transport members of the public to their chosen destination in return for reward.

6.2 The legislation creates three types of licence:

- i) Vehicles (Hackney Carriage & Private Hire)
- ii) Drivers (Hackney Carriage, Private Hire & Dual Licences)
- iii) Operators (Private Hire only)

6.3 A journey not carried out in accordance with the correct licences is not only illegal; it is likely to invalidate the insurance held by the driver, vehicle proprietor and operator and could have serious consequences should an accident occur.

7.0 IMPLEMENTATION

7.1 This policy shall take effect from 17th October 2016 and will override and supersede all existing Council policy and guidance in relation to Hackney Carriage and Private Hire Licensing. The Authority expects all licence holders to comply with its terms immediately, but it is acknowledged that certain provisions may place financial obligations on existing licence holders and accordingly the Authority is prepared to permit a transitional period, during which time necessary changes must be made.

7.2 The policy will remain effective for a maximum period of 5 years but the Authority will keep the policy under review and will consult where appropriate on proposed revisions, to reflect changes in case law and legislation. The Licensing Committee may make any amendments to the policy.

7.3 References are made in this policy to the "Hackney Carriage & Private Hire Handbook". This is an operational guide that outlines the processes associated with the administration and enforcement of the Licences and is subject to amendment by the Environmental Health Manager.

8.0 PRINCIPLES, PROCESS, DELEGATION AND DECISIONS

8.1 The Licensing Authority aims to provide a clear, consistent and responsive service to prospective and current licence holders, members of the public and other stakeholders, including the provision of advice and guidance. The Licensing Authority will be mindful of the needs of the applicant and licence holder but this will be balanced against the over-riding duty that the Licensing Authority has to protect the safety and welfare of the public.

8.2 The Council has delegated its Licensing function to the Council's Licensing Committee and further delegated authority to the Licensing Sub-Committee and to Officers of the Council who will determine applications and licensing decisions in accordance with this Policy.

- 8.3 Whilst officers and the relevant committees/ panel will, in the majority of cases, follow the Policy, there may be specific circumstances that require a departure from the Policy. In such circumstances, the reasons for departing from the Policy will be made clear.
- 8.4 The Licensing Sub-Committee is made up of a selection of Members from the Licensing Committee. Three Members will sit on hearings to deal with new applications, renewals and reviews of licences that are referred directly by officers. Members, when determining applications for a licence, renewals or reviews of a licence, will have regard to Hackney Carriage and Private Hire legislation, this Policy and any other relevant legislation, legal case law and other relevant Council policies.
- 8.5 The Licensing Authority has the power to refuse to grant or renew licences and also to suspend or revoke existing licences in accordance with relevant legislative provisions.
- 8.6 Any decision to refuse to grant, refuse to renew or suspend an application or any decision relating to this Policy will be determined by Officers through the scheme of delegation. The applicant will have a right of appeal to the Magistrates Court.
- 8.7 All decisions regarding breaches of the Enforcement Management System will be determined by the Licensing Sub-Committee with a right of appeal to the Magistrates Court.
- 8.8 Following the determination of an application by the Licensing Authority, the applicant will receive a copy of the decision in writing. The written decision will be delivered as soon as is practicable after the decision has been made. This will include information on the right of appeal where appropriate.
- 8.9 Parties aggrieved by a decision of the Licensing Authority have a right of appeal. This must be lodged with the relevant Court in accordance with the relevant statutory provisions.

9.0 FEES

- 9.1 There is a statutory power for the Licensing Authority to charge fees associated with the Hackney and Private Hire licensing regime. The fees charged to applicants should be sufficient to cover the costs of inspecting the vehicles, providing Hackney Carriage stands and administering the regulation of and enforcement work in relation to the Hackney Carriages and Private Hire trades.
- 9.2 The appropriate fee should accompany any application or renewal made.
- 9.3 Licences surrendered prior to their expiry, or licenses that are suspended or revoked shall not be eligible for a refund.

10.0 LICENSING PROFILE

- 10.1 A Hackney Carriage is a public transport vehicle with no more than 8 passenger seats, which is licensed to ply for hire. This means that it may stand at ranks or be hailed in the street by members of the public.
- 10.2 Private Hire Vehicles must have no more than 8 passenger seats and must be booked in advance by customers through an operator and may not ply for hire in

the street.

- 10.3 Vehicles that are required by an applicant to carry more than 8 passengers for hire and reward fall outside the legislation governing Hackney Carriages and Private Hire vehicles and require a public service vehicle licence. The Licensing Authority has no involvement in the licensing of these vehicles.

PART 2
VEHICLES

11.0 LIMITATION OF VEHICLE NUMBERS

- 11.1 The current legal provision on quantity restrictions for Hackney Carriages is set out in section 16 of the Transport Act 1985. This provides that the grant of a Hackney Carriage Licence may be refused, for the purpose of licensed Hackney Carriages “if, but only if, the local authority is satisfied that there is no significant demand for the services of Hackney Carriages (within the area to which the licence would apply) which is unmet”
- 11.2 The Licensing Authority has undertaken a demand survey which concluded that there is no significant demand for Hackney Carriages that is unmet. Therefore, it has applied a limit of Hackney Carriage Vehicles as of 26th January 2015 for a period of three years.
- 11.3 Any limit imposed by the Licensing Authority will be subject to the requirements of Part 12 of the Equality Act 2010 and any associated Regulations such that the proportion of the taxi fleet that is accessible to a disabled person complies with any requirement that may be set by Regulations.
- 11.4 There are no powers for licensing authorities to limit the number of Private Hire Vehicles.

12.0 DEFINITIONS, SPECIFICATIONS AND CONDITIONS

- 12.1 The main difference between Hackney Carriages and Private Hire vehicles is that Hackney Carriages can be hailed in a public street or hired from a taxi rank.
- 12.2 Private Hire vehicles must be pre-booked in advance through a licensed Private Hire Operator and are not permitted to wait on a rank or be booked directly from a public street.
- 12.3 Should a Private Hire vehicle driver accept a fare which has not been pre-booked through an Operator, he is committing an offence and, if caught, will be subject to relevant enforcement action by the Licensing Authority.
- 12.4 Anyone being conveyed in a Private Hire vehicle which has not been pre-booked will not be covered by the drivers insurance.
- 12.5 Local Licensing Authorities have a wide range of discretion over the types of vehicle that they can licence as Hackney Carriage or Private Hire Vehicles.
- 12.6 Government guidance suggests that best practice is for local licensing authorities to adopt the principle of specifying as many different types of vehicle as possible. Licensing Authorities are encouraged to leave it open to the trade to put forward vehicles of their own choice that can be shown to meet basic criteria. In that way, emerging designs for vehicles can be taken into account.
- 12.7 Licensing Authorities are asked to be particularly cautious about specifying only purpose-built Hackney Carriages, with the strict constraint on supply that implies. There are at present only a small number of designs of purpose-built Hackney Carriages. They are, however, encouraged to make use of the “type approval” rules within any specifications they determine.
- 12.8 The Licensing Authority will only license a vehicle as a Hackney Carriage or a

Private Hire Vehicle if it complies with European Whole Vehicle (M1) type approval, M1 Low Volume Type Approval or UK National Small Series Type Approval and Individual Vehicle Approval (IVA). These approvals related to wheelchair accessible vehicles/ converted vehicles and not saloon vehicles.

- 12.9 A vehicle will only be licensed as a Private Hire vehicle if it is not of an appearance or design that is considered likely to lead the public to think it is a licensed Hackney Carriage vehicle.
- 12.10 The Licensing Authority is empowered to impose such conditions as it considers reasonably necessary in relation to the grant of a Hackney Carriage or Private Hire vehicle licence. Hackney Carriages and Private Hire vehicles provide a service to the public, so it is appropriate to set criteria for the external and internal condition of the vehicle, provided that these are not unreasonably onerous.
- 12.11 This will also apply to Private Hire vehicles unless they are treated as a “special vehicle”.
- 12.12 The ‘Hackney Carriage and Private Hire Handbook’ sets out the specification and minimum standards in respect of Hackney Carriages and minimum standards for Private Hire Vehicles. All vehicles presented to the Licensing Authority for licensing and all vehicles whilst licensed must comply with the Authority’s current Hackney Carriage and Private Hire policy, handbook and vehicle testing standards specification.
- 12.13 The Licensing Authority reserves the right to carry out or require any form of test, examination or assessment as it sees fit to determine the suitability of a vehicle for licensing or to remain a licensed vehicle.

13.0 FARES

- 13.1 Hackney Carriage drivers may only charge their passengers such fare as is set by the Licensing Authority and published by it in its table of fares. The charges levied by Private Hire operators and drivers are not subject to the Authority’s control and form a private contract between the hirer and the operator.
- 13.2 The Licensing Authority is able to review the Hackney Carriage Table of Fares (“the tariff”) annually.
- 13.3 A table of authorised fares shall be provided to each Hackney Carriage Licence holder, which must be displayed in each vehicle so that it is easily visible to all hirers.
- 13.4 The Licensing Authority is unable to set fares for Private Hire Vehicles.

14.0 METERS

- 14.1 The meter will be calendar controlled to the current tariff as set by the Licensing Authority.
- 14.2 The taximeter and the operating devices must be sealed by the installer and certificated to confirm that the equipment is compliant. The certificate issued must be available for inspection on the vehicle. Seals must be intact at any time that the vehicle carries a Licence plate except when at an approved installers premises.

14.3 Meters are required to meet the Public Carriage Office Specification

15.0 ACCESSIBILITY AND EQUALITY

15.1 Cambridge City Council has a specific Hackney Carriage and Private Hire Disability Access Statement which can be found in the Hackney Carriage and Private Hire Handbook.

15.2 All new drivers must attend Accessibility & Equality Training as part of the application process.

15.3 The Licensing Authority takes all complaints of discrimination seriously and will have due regard to its duty to eliminate discrimination, along with the provisions of the Equality Act 2010, when considering the fitness of an individual to hold a Hackney Carriage or Private Hire licence (driver, vehicle or operator).

15.4 All new Hackney Carriages (above plate 121) must be wheelchair accessible vehicles.

The Authority will apply any specification for such vehicles as may be provided by Regulations under the Equality Act 2010 and these will be detailed in the "Hackney Carriage and Private Hire Handbook". There is not the same requirement for private hire vehicles to be wheelchair accessible.

15.5 As Hackney Carriages pick up passengers from ranks and the road side, all new licensed Hackney Carriages must be side loading, the Licensing Authority will not licence rear loading wheelchair accessible vehicles.

15.6 Hackney Carriage licence plates numbered 1 to 121 retain protected "grandfather rights" to use saloon style vehicles.

15.7 The Equality Act 2010 places certain duties on licensed drivers to provide assistance to people in wheelchairs and to carry them safely. There are similar requirements on drivers in relation to the treatment of passengers with an assistance dog. Neither drivers nor operators of licensed vehicles can make any extra charge or refuse to carry such passengers.

15.8 Licensed drivers who are unable to carry out the duties imposed upon them under the Equality Act 2010 may apply to the Licensing Authority for an exemption certificate from those duties. The Council must issue an exemption certificate to that licensed driver if they are satisfied that it is appropriate to do so on medical grounds. It is the driver's responsibility to apply to the Council for such an exemption and to satisfy the Licensing Authority at his or her own cost of the medical grounds. A driver has no defence against these offences even if a medical ground or other physical condition exists, if he has not been issued an exemption certificate.

15.9 It is arguable that different accessibility considerations should apply between Hackney Carriage and Private Hire vehicles in that Hackney Carriages can be hired directly in the street or at a Hackney Carriage stand ("taxi rank"), by the customer dealing directly with a licensed driver. However, Private Hire vehicles can only be booked through a licensed Private Hire operator, normally by telephone or by visiting the Private Hire operator office. It is therefore considered particularly vital that an individual with accessibility requirements should be able to

hire a Hackney Carriage on the spot with the minimum delay or inconvenience, and requiring that all new Hackney Carriages are accessible assists in achieving that aim.

- 15.10 It is important that vehicle drivers, proprietors and operators ensure that licensed drivers carry all passengers in safety and comfort, and that they do not allow wheelchair passengers to travel sideways in their wheelchair. Therefore
- 15.11 Drivers should be appropriately trained in the use of relevant belts and other restraint locking mechanisms to ensure the safety of their passengers. It is the drivers responsibility to ensure that they understand fully how to use the equipment.

16.0 VEHICLE TESTING

- 16.1 The Licensing Authority must be satisfied that vehicles which are licensed by them are safe to operate within its area.
- 16.2 The DfT guidance recognizes that an annual MOT test for licensed vehicles of whatever age is necessary. No vehicle may be used as a Hackney Carriage or Private Hire vehicle unless it has been given a certificate of compliance in respect of a satisfactory test from the approved testing station, and has been appropriately licensed by the Authority.
- 16.3 Vehicle testing is carried out twice yearly, the Hackney Carriage and Private Hire Handbook sets out the specification and standards for vehicle testing and compliance. In addition to this, the Authority will adhere to National Vehicle Standards along with any localised byelaws or conditions as described in the Hackney Carriage and Private Hire Handbook.
- 16.4 The Licensing Authority may appoint a currently registered MOT station as an Appointed Testing Station who will conduct vehicle tests on its behalf. The Authority reserves the right to limit the number of approved garages.
- 16.5 Hackney Carriage and Private Hire vehicles are granted licences for a maximum period of one year. Prior to being granted a licence, each vehicle shall be examined and tested at Cambridge City Council's garage, , at which compliance with the requirements is assessed and confirmed by the issue of a certificate of compliance.
- 16.6 It is the proprietor's responsibility to ensure that all testing and application procedures are completed in order for the vehicle to become and/ or remain licensed.
- 16.7 Licensed vehicles that fail an authorised examination and test, and are deemed non-compliant by the examiner, will result in the vehicle proprietor being invited to re-test the vehicle. If an existing licensed vehicle fails, it must not work until a compliance test has been passed.
- 16.8 Proprietors of licensed vehicles are required to inform the Authority as soon as possible, and most certainly within 72 hours, of any accident that causes damage which materially affects the safety, performance or appearance of the vehicle or the comfort or convenience of passengers carried. Proprietors must also present the vehicle to the Licensing Authority, for inspection, if requested.

16.9 Full details on the accident reporting process can be found within the Hackney Carriage and Private Hire Handbook.

17.0 VEHICLE INSPECTIONS

17.1 Licensed vehicles shall be kept at all times in an efficient, safe, tidy and clean condition. Compliance with the vehicle specifications and conditions of Licence is essential and will be enforced by periodic and/ or random vehicle inspections by authorised officers of the Council. Further guidance on vehicle inspections can be found in the Hackney Carriage and Private Hire Handbook.

18.0 SIGNAGE, LIVERY AND ADVERTISING

18.1 It is essential that the public should be able to identify and understand the difference between a Hackney Carriage and a Private Hire vehicle.

18.2 Within Cambridge City Council's area, both Hackney Carriages and Private Hire vehicles will be required to display licence plates on their vehicle. This is a key feature in helping to identify vehicles that are properly licensed:

- i) Hackney Carriage Vehicles have a crest on the side of the vehicle bearing the words 'Cambridge Hackney Carriage'. They also display a pale blue identification plate on the rear of the vehicle and have a 'Cambridge Licensed Taxi' yellow roof sign on the top of the vehicle
- ii) Private Hire Vehicles do not have a taxi sign or crests. They display pale green front and rear identification plates and must bear a company door sign stating 'Private Hire – Pre-booked Only'.

18.3 The external licence plate supplied by the Licensing Authority shall be securely fixed to the outside of the vehicle, no temporary fixing is allowed.

18.4 Private Hire vehicles are not be permitted to display roof mounted signs or any signs that include the words "taxi" or "cab" or "for hire".

18.5 Roof signs fitted to Hackney Carriage vehicles shall be illuminated at all times when the vehicle is available for hire. The sign bearing the word "TAXI" in black lettering on a yellow background on the front and "Cambridge Licensed Taxi Cab" in black lettering on a red background on the back is at all times to be prominently displayed on the roof of the vehicle except:

- i) when the vehicle is on hire for a wedding
- ii) when it is necessary to accommodate passengers luggage by use of a roof rack
- iii) when the vehicle is being used for social, domestic or pleasure purposes.

18.6 The roof sign can also be removed when the vehicle is undergoing maintenance work or is being cleaned, but must be put back on the vehicle before the vehicle is used again for hire and reward.

18.7 In order to ensure that the crests remain prominent and are not compromised by any other advertising the crests should be a minimum of 9.5 inches in diameter if circular in size and 10 inches width and height if square with no background colour, and attached to both the nearside and offside front doors of the vehicle.

18.8 Private Hire vehicles do not permit the display of advertisements. However, limited internal and external advertising may be permitted on hackney carriages in accordance with the Advertising Standards Agency code of practice and provided that the advertising leaves a 20 cm distance from the door crests. Any permission to display advertising will be subject to the prior written approval of the Council although advertisements concerning the following subjects will not normally be approved: -

- i) Political, ethnic, religious, sexual or controversial subjects
- ii) Escort agencies, gambling establishments or massage parlours
- iii) Nude or semi-nude figures
- iv) Tobacco or alcohol
- v) Anything likely to offend public taste

19.0 EXEMPTIONS

19.1 The DfT have issued guidance regarding the types of activities that may require licensing. In general, the following will not be considered to require licensing:

- Child minder vehicles
- Care transport workers
- Volunteers
- Ambulances
- Courtesy Cars

Each case will be taken on its own merits and the nature of the operation will be taken into account when considering if a licence is required.

19.2 The open display of the identifying licence plates is intended by the licensing legislation in protecting the public and supporting the trade by identifying it as a regulated business. However, there are occasions when the display of such identification is inappropriate on a Private Hire Vehicle and exemptions may be granted where there is sufficient reason.

19.3 Detailed guidance on the Plate Exemption Procedure for Private Hire Vehicles can be found in the Hackney Carriage and Private Hire Handbook.

20.0 STRETCHED LIMOUSINES AND PRESTIGE VEHICLES

20.1 Stretched limousines are elongated saloon cars, which are generally used for Private Hire work and special occasions.

20.2 Most limousines are imported for commercial purposes and are therefore required to take a Single Vehicle Type Approval (SVA) [to be replaced by the Individual Vehicle Approval (IVA)] test. The SVA or IVA Scheme is an Inspection Scheme for vehicles that are not approved to British and European Standards and its purpose is to ensure that these vehicles meet modern safety standards and environmental standards before being used on public roads.

20.3 Any stretched limousines that are offered for private hire do require a licence. Some operators of these vehicles have a wedding car licence insurance policy on the basis that the vehicle will be used largely during daylight hours, once or twice per week.

20.4 Applications to Licence stretched limousines as Private Hire vehicles will be treated

on their merits. However, imported stretched limousine type vehicles can:

- i) be granted an exemption from the requirement under the conditions of licence for Private Hire to be right hand drive;
- ii) be authorized as prestige type vehicles; and
- iii) be approved for licensing as Private Hire vehicles subject to the additional conditions detailed in the 'Taxi Guide'

20.5 Proprietors of prestige type vehicles licensed as Private Hire vehicles or Private Hire vehicles used in special circumstances may seek the permission of the Authority to waive the conditions of their licence relating to the display of licence plates, door stickers and driver badges.

21.0 CONTRACT VEHICLES

21.1 The Road Safety Act 2006 requires vehicles used for a contract with an organization or company, for carrying passengers for hire or reward under a contract, to be licensed as private hire vehicles. As a general guide this shall include executive hire, chauffeur services, park and ride for private car parks, airport travel, stretch limousines and novelty vehicles.

21.2 All vehicles with less than 8 passenger seats or fewer that carry passengers for hire and reward must be licensed by the Local Authority. Although there has been some legal debate regarding this particular issue, current case law supports the view that vehicles which are used as 'courtesy cars', i.e. for transporting customers to and from hotel, nightclubs, etc. are being provided for hire and reward in the course of business, irrespective of whether or not a charge is made for such service. They should, accordingly be licensed.

21.3 Those operating 'courtesy cars', e.g. for transporting customers to and from hotels, nightclubs, etc. should have an operator's licence and the vehicles and driver must be appropriately licensed.

21.4 All ambulances registered with the British Ambulance Association will be exempt from private hire licensing.

21.5 Other patient transport services provided by either NHS or Voluntary Services that are registered with the British Ambulance Association will be exempt from private hire licensing.

21.6 All other ambulance or patient transport services that are not registered with the British Ambulance Association may be required to conform to private hire licensing requirements. The Licensing Authority strongly recommends that anyone wishing to provide this type of service contact the Council for each case to be considered on its merits.

21.7 In relation to Voluntary Sector Transport, the Licensing Authority will assess each individual organisation on its own merits to determine whether or not it will require licensing as a private hire business. Whilst it is clear that the organisation is providing a service, it is less clear that such provision can be defined as operating a private hire business.

21.8 When determining whether a vehicle is operating as a Private Hire Vehicle, the Licensing Authority will have reference to the Department for Transport's guidance

note “Private Hire Vehicle Licensing” and any relevant case law.

- 21.9 The Licensing Authority will, however, seek to enforce against unlicensed businesses where it can be proven that the business obtains a benefit and the Authority considers that private hire vehicle licensing is necessary.

22.0 WEDDING VEHICLES

- 22.1 Vehicles used wholly or mainly for the traditional purposes of wedding ceremonies are exempt from the requirement to be licensed.

23.0 FUNERAL VEHICLES

- 23.1 Vehicles owned by funeral directors that are used wholly or mainly for the purposes of funerals are exempt from the requirement to be licensed.

24.0 SAFEGUARDING

- 24.1 Cambridge City Council is committed to safeguarding and promoting the welfare of children, young people and adults at risk. We take our responsibilities seriously and expect all of our licensed drivers, proprietors and operators to share this commitment.

- 24.2 Safeguarding is the process of protecting children and adults at risk from harm, preventing impairment to their health and development, which includes keeping them safe from neglect, and physical, emotional and sexual abuse.

- 24.3 All new hackney carriage, private hire and dual driver, proprietor and operator applicants must attend and pass the mandatory safeguarding training before submitting an application. Further guidance can be found the Hackney Carriage and Private Hire Handbook.

- 24.4 A mandatory refresher of the training will need to be undertaken by all licence holders, and an examination successfully passed, every three years.

25.0 DRIVER SAFETY

- 25.1 The trade provides a valuable service and security for drivers and passengers is of paramount importance. There are a number of ways to reduce risks such as prepayment of fares, driver screens, CCTV surveillance systems and radio link schemes.

- 25.2 The Hackney Carriage and Private Hire trades are encouraged to build good links with the local police force, including participation in any crime and disorder reduction partnerships.

- 25.3 The Licensing Authority does not require enhanced security or CCTV measures to be in vehicles at this time as it is considered that the taking of such measures should be left to the judgment of individual operators, proprietors and drivers. However, the Authority wishes to support the trade in taking sensible measures to protect the drivers and passengers in licensed vehicles and does recognize that there are benefits to the trade, and public, where CCTV is installed in licensed vehicles.

- 25.4 Whilst the Licensing Authority supports the use of CCTV in licensed vehicles the Authority is also mindful of the fact that there are data protection concerns arising from the use of such surveillance. Proprietors of licensed vehicles are responsible for

ensuring that installed CCTV conforms to the relevant applicable legislation, such as the Data Protection Act 1998.

25.5 To assist the trade and protect the public the Licensing Authority will expect that, where CCTV is installed in a licensed vehicle, the Proprietor will ensure:

- i) That the appropriate person responsible for the camera is registered as the Data Controller under the Data Protection Act 1988 and is responsible for ensuring compliance with the Act and associated legislation.
- ii) The use of the camera and the footage complies with the relevant guidance of the Information Commissioners Office (ICO).
- iii) Vehicles must display relevant signage informing members of the public that CCTV is in operation and that they are being filmed.
- iv) Access provision and agreements must be in place in order for the footage to be used by the relevant bodies and agencies.

25.6 Any proprietor wishing to install CCTV within a vehicle should seek advice from the Authority prior to the grant of the licence. Any permission to install CCTV may be subject to conditions attached to the vehicle licence.

25.7 The Licensing Authority reserves the right to amend the CCTV specification from time to time as the need arises, having regard to changes in technical standards, case law, national policy or any other circumstances that make it reasonable to amend the current specification.

25.8 Further guidance on driver safety can be found in the Hackney Carriage and Private Hire Handbook.

26.0 HACKNEY CARRIAGE STANDS

26.1 The purpose of Hackney Carriage stands (known as Taxi Ranks) is to provide the public with a set location where they can hire a licensed Hackney Carriage. Stands can be continual or be for part time use (e.g. night time only ranks).

29.2 A list of all public taxi ranks in the city are detailed in the Hackney Carriage and Private Hire Handbook.

27.0 VEHICLE APPLICATION PROCEDURES

27.1 The application procedures for a Hackney Carriage or Private Hire vehicle licence shall be made on the specified application form, be accompanied by the appropriate fee and in accordance with the application procedure set out in the Hackney Carriage and Private Hire Handbook.

27.2 The Licensing Authority shall consider all applications on their own merits once the appropriate criteria have been met and the application form and supporting documents are complete. Only then, and if the Licensing Authority is satisfied that the vehicle is suitable, will a licence be granted.

27.3 The vehicle proprietor is responsible for ensuring that the application process is followed and all necessary steps, documentation and fees are submitted in accordance with the procedure.

28.0 GRANT OF VEHICLE LICENCES

- 28.1 The maximum period for which a vehicle licence will be granted is 1 year. The Licensing Authority may exercise discretion and issue a licence of a shorter duration if it considers this to be reasonable given the individual circumstance.
- 28.2 The responsibility for applying to renew a licence, and to ensure that a vehicle is licensed, rests solely with the licence holder. Application forms, appropriate fees and supporting documentation, as set out in the Hackney Carriage and Private Hire Handbook shall be produced and any necessary appointments shall be arranged on a date prior to the expiry date of the licence. The licence fees payable are subject to review and any increase or reduction will be published as required by legislation.
- 28.3 The Licensing Authority will only accept complete applications comprising of all the necessary information and documentation. Late or incomplete applications may render a vehicle being unlicensed for a period of time during which it will be unable to be used for licensed purposes. In some cases, once a licence has lapsed, vehicles may not be eligible to be re-licensed.

29.0 ENVIRONMENTAL CONSIDERATIONS

- 29.1 The DfT guidance suggests that authorities may wish to consider how far the vehicle licensing policy can and should support local environmental policies that the Licensing Authority may have. They may also decide to set vehicle emissions standards by promoting cleaner fuels. Local licensing authorities may also wish to note that a review carried out by the National Society for Clean Air and Environmental Protection in 2005 found taxis were more likely than other vehicles to fail emissions tests.
- 29.2 Cambridge City Council considers that every effort should be made to improve the efficiency of vehicles licensed to operate in the city by reducing the emissions of pollutants such as Nitrous Oxides, Particulate Matter and Carbon Dioxide.
- 29.3 The European Union has introduced stricter limits on pollutant emissions from light road vehicles, particularly for emissions of nitrogen oxides and particulates.
- 29.4 In order to limit pollution caused by road vehicles, this Regulation introduces common requirements for emissions from motor vehicles and their specific replacement parts (Euro 5 and Euro 6 standards).

NOx and PM emission standards for diesel cars

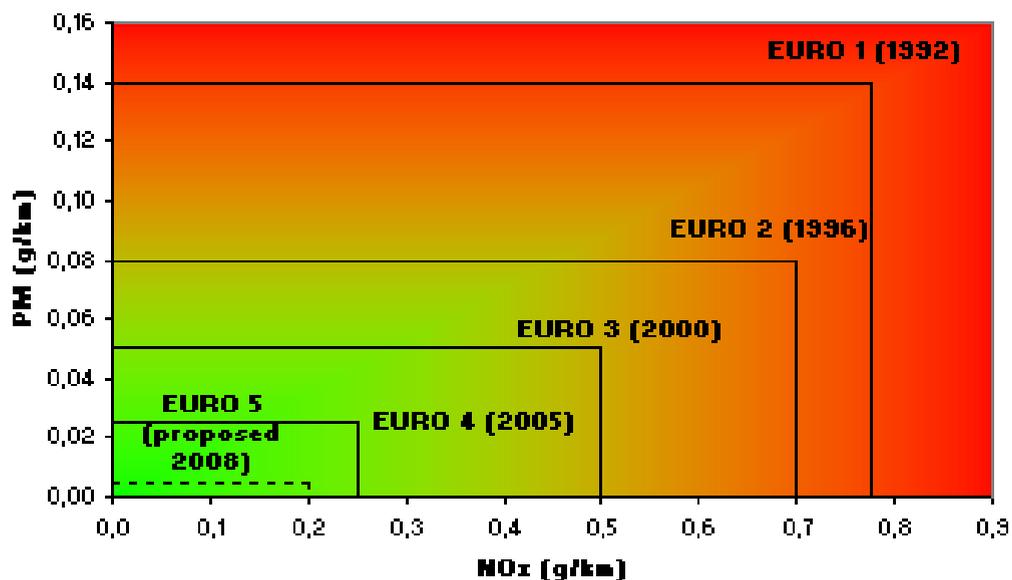


Figure 1 – Chart showing the implementation dates of successive Euro Standards and the Nox and PM levels for each of those standards

EURO STANDARD	DATE	NOX (G/km)	PM (G/ km)
Euro 1	July 1992		0.14
Euro 2	January 1996		0.08
Euro 3	January 2000	0.50	0.05
Euro 4	January 2005	0.25	0.02
Euro 5	September 2009	0.18	0.00
Euro 6	September 2014	0.08	0.00

Table 1 – Table showing the implementation dates of successive Euro Standards and the Nox and PM levels for each of those standards.

- 29.5 Cambridge City declared an Air Quality Management Area in 2004 because of predicted levels of nitrogen dioxide. An Air Quality Management Area (AQMA) is an area identified by Local Authorities where the statutory UK air quality objectives are being, or are expected to be breached up to the end of 2005, AQMAs are areas where levels of air pollution are higher than they should be (as defined by central government).
- 29.6 Levels of nitrogen dioxide in central Cambridge remain above the National Objectives; an Air Quality Action Plan was first adopted in 2005 and a more comprehensive version adopted in 2010. A revised Air Quality Action Plan is in preparation for 2015-2025.
- 29.7 The 2015-25 Air Quality Action Plan includes a plan to develop taxi policies to transform the taxi fleet into a low emission fleet which will lead to a significant reduction in emissions and a significant improvement in air quality.
- 29.8 To support the Councils Air Quality Action Plan minimum age limits and Euro Standards will be maintained and new policy incentives to incentivize the uptake of Hybrid and electric taxis will be consulted upon and implemented:
- (i) a new vehicle licence will not be granted in respect of a vehicle unless it is less than 4 years old, **and** it meets the Euro 5 standard or higher.
 - (ii) a vehicle licence will not be renewed unless the vehicle is less than 9 years old and it meets Euro 4 standard or higher.
- 29.9 With the 9-year age limit for petrol and diesel vehicles, this will mean that by 2017/18 all the internal combustion fleet licensed will be to Euro 5 or 6. The extended age allowance for low emission vehicles reflects their low pollution and supports improvements to air quality in Cambridge.
- 29.10 The term `new` means any vehicle that is being licensed for the first time with Cambridge City Council (i.e. a complete new license) or where a license is issued on a particular vehicle and then surrendered and subsequently an application to license the same vehicle is made.
- 29.11 Encouraging better maintenance of vehicles could reduce emissions from licensed vehicles further, it is intended that this aspect be tackled through education and promotion.
- 29.12 The following potential incentives and regulatory policies, which are designed to incentivise the uptake of low emission and electric vehicles within the taxi fleet could be adopted following consultation:
- i) Renewal/ Registration fee discount or exemption**
- Currently a new Hackney Carriage (HCV) or Private Hire Vehicle (PHV) registration attracts an annual. £225 fee an HCV license renewal costs £210; and renewal of a PHV costs £200.
- It would be possible to reward those drivers who license an ‘ultra-low emission’ electric or plug in hybrid vehicle (ULEV) with a full fee exemption, for a period, to

encourage early adoption. Discussion with licensing officers and trade representatives have indicated that a period of up to five years would be an appropriate period in which to incentivise uptake.

We also seek to incentivise the uptake of established hybrid vehicles which have been shown to deliver significant emission benefits over diesel engines. A fee reduction for non-plug-in petrol/electric hybrids (not diesel) such as the Toyota Prius, Auris, Honda Insignia or Accord and others would encourage further uptake of these low emission vehicles, and reward those making the step.

A 50% fee reduction in these cases for both the existing (currently 31 in the fleet) and new vehicles is suggested. The suggestion of a 50% fee waiver acknowledges that standard hybrid vehicles will not have as much impact on emissions as will a full ULEV compliant vehicle but will encourage the shift away from Diesel whilst being simple to administer.

Both of the suggested incentives here have a financial cost as the Taxi licensing service is self-funded through the collection of fees. Any fees waived would need to be made up from general revenue funds.

ii) Waive or extend age limit for ULEVs or Hybrids.

This policy measure changes the business case for Taxi drivers considerably, by allowing vehicle cost to be spread over 10 or more years rather than 8 or less. We would consider up to a 15 year age limit for fully electric vehicles (subject to roadworthiness etc.) and 10 years for petrol / electric hybrids which do have internal combustion engines.

iii) Waive requirement for 6 month inspection

Currently we require all City Licensed cabs to be inspected at our garage twice a year this could be relaxed to one inspection per year, for example, for the first 5 years of operation for a new low emission taxi.

iv) Create an Electric Taxi only rank

This would need to be in a popular location or replace part of an existing all vehicle rank to be effective. It may need to be located to complement charging infrastructure, and only implemented once a suitable number of Electric Vehicles have entered the fleet.

v) Vehicle Purchase Subsidies for Electric vehicles

Details of currently available subsidies are set out in the table below – A successful bid to central government could provide an additional £3000 subsidy for purpose built electric Hackney Carriages, per vehicle.

Vehicles eligible for a Plug-In Grant – from March 2016 there will be different levels of grant for different vehicles. List of vehicles in Appendix 2.

- **Category 1**
CO₂ emissions less than 50g/km and zero emission range of at least 70 miles £4,500
- **Category 2**
CO₂ emissions less than 50g/km and zero emission range of 10 – 69 miles £2,500
- **Category 3**
CO₂ emissions 50 – 75g/km and zero emission range of at least 20 miles £2,500

Source: OLEV (Office for Low Emission Vehicles)

vi) Provision of ‘Rapid - Taxi Only’ charging infrastructure

An initial number of charging points could be funded by a successful bid to central government with a further four locations funded through an existing City Council capital commitment.

vii) Set date for all newly registered vehicles to be low or ultra-low emission

Setting a date after which traditional internal combustion engine taxis could not be newly registered as a PHV or HCV in Cambridge would focus the minds of Taxi drivers to plan for moving to electric or hybrid vehicles.

A sensible suggestion would be to set this for 5 years hence (say April 1st 2021) and phase out any fee exemptions at the same time. Five years notice will give the trade more than reasonable notice of the change and allow proper business planning.

viii) Set date for all licensed taxi vehicles to be low or ultra-low emission

Setting a back stop date where all taxis licensed for operating in the City must be low or ultra-low emission vehicles. We would propose a date, 10 years hence (April 1st 2026).

Currently the age restrictions on taxis mean that no licensed vehicle can be in operation if it is over 9 years old. Therefore setting a cut-off date 10 years hence for all taxis to be ULEV or Hybrid means no one will be forced to change vehicle earlier than they would have to under the current rules, thus giving more than reasonable notice of the change to allow proper business planning for the trade.

ix) Restrict City Centre Access to ULEV and Hybrid Taxis only

This will be possible with the changes to access management of the City Centre (currently by transponder and rising bollard) to Automatic Number Plate Recognition ANPR which are pending installation by Cambridgeshire County Council.

There will potentially be considerable flexibility in how this is enforced and could be time limited for peak times. This policy is outside our own licensing powers and is only deliverable with the cooperation of the County Council. It is likely to be an important factor in ensuring compliance should the low emission criteria become mandatory.

Discussions have taken place with relevant County Officers and there is agreement that these restrictions could be delivered using the proposed mechanisms.

The Cambridge City Deal consultation is considering the implementation of a number of further traffic restrictions on key access routes outside the City Centre by introducing Bus Gates. These will use the same mechanism, ANPR to facilitate preference for buses, and could also allow access for low emission taxis.

Funds to replace current rising bollards with ANPR enforcement have already been committed by the County Council as transport authority and work will be commissioned in August and September 2016. The proposed 'Bus Gates' outside the core area will be delivered through the City Deal funding.

- 29.12 The Authority recognizes that low emission vehicles can have a positive impact on the environment and any application receives for other low and ultra-low emission vehicles will be considered on its own merits.

30.0 SMOKING

- 30.1 The driver of a licensed vehicle must not smoke in the vehicle at any time, including when the vehicle is being used for social, domestic and pleasure purposes.
- 30.2 The driver of a licensed vehicle shall not permit any other person or fare-paying passengers to smoke in a licensed vehicle.
- 30.3 This also includes a ban in electronic inhaler type cigarettes and 'vaping'.

PART 3

DRIVERS

31.0 GENERAL

- 31.1 The statutory and practical criteria and qualifications for a Hackney Carriage Driver are similar to those of a Private Hire Driver. The sections below therefore, apply equally to Hackney Carriage, Private Hire and Dual Drivers unless indicated.
- 31.2 Licensed drivers provide a public service. The Licensing Authority will not licence anyone to drive a Hackney Carriage or a Private Hire vehicle unless it is satisfied that they are a fit and proper person.

32.0 FIT AND PROPER

- 32.1 There is no definition of 'fit and proper' in legislation nor a fixed legislative process. It is for Cambridge City Council to determine how it wishes to be satisfied that a driver is fit and proper and to this end, the Authority considers a range of documentary evidence, practical criteria and testing mechanisms provided by an applicant in order to be satisfied of this.

33.0 DRIVER LICENCES

- 33.1 The Licensing Authority grants three types of licence in respect of driving Hackney Carriage and Private Hire vehicles (Hackney Carriage Driver Licence, Private Hire Driver Licence and Dual Driver Licence). Applicants granted their first licence will be limited to a maximum period of 12 months and thereafter there is the option of having a licence issued for a minimum of 12 months or a maximum of 3 years.
- 33.2 The Licensing Authority may exercise discretion and issue a licence of a shorter duration if it considers this to be reasonable given the individual circumstances
- 33.3 The responsibility for applying to renew a licence, and to ensure that all documentation, checks and associated criteria is up to date, rests solely with the licence holder. Application forms, appropriate fees and supporting documentation, as set out in the Hackney Carriage and Private Hire Handbook shall be produced and any necessary appointments shall be arranged on a date prior to the expiry date of the licence. The licence fees payable are subject to review and any increase or reduction will be published as required by legislation.
- 33.4 The Licensing Authority will only accept complete applications comprising of all the necessary information and documentation. Late or incomplete applications may render a driver being unlicensed for a period of time during which they will be unable to work as a licensed driver.
- 33.5 Applicants shall be over 18 years of age and shall have held a full driving licence issued in the UK, the European Community (EC) or one of the other countries in the European Economic Area (EEA) for at least 12 months.
- 33.6 The Authority shall use the services of an appropriate party to access DVLA records in addition to checking the full licenses produced by the applicant.

34.0 ELIGIBILITY TO LIVE AND WORK IN THE UK

- 34.1 Cambridge City Council has a responsibility to ensure that it only issues licences to

individuals who have a legal entitlement to live and work in the United Kingdom.

- 34.2 Proof of the right to live and work in the UK must be provided by Driver and Operator applicants in accordance with the Immigration, Asylum and Nationality Act 2006. As part of the new licence application process, individuals will be required to present original documentation for verification and copies will be made and retained on file. The Home Office has produced a list of documents that applicants can provide, further information can be found in the Hackney Carriage and Private Hire Handbook.
- 34.3 If an individual is not a UK or EEA national then they will need to obtain permission to live and work in the UK.
- 34.4 Individuals may have a permanent or temporary right to live and work in the UK. Licences will not be issued for a period any longer than the length of an individual's permission to live and work in the UK.
- 34.5 The Licensing Authority work in conjunction with the Home Office to ensure that Immigration Offences are minimized. The Licensing Authority may exercise discretion to grant or renew a licence, or to suspend or revoke an existing licence if an individual is found to be living or working in the UK without the required authorization.

35.0 DISCLOSURE AND BARRING SERVICE (DBS)

- 35.1 A Disclosure and Barring Service Certificate (DBS) is seen as an important safety measure by the Licensing Authority to ascertain whether or not a driver applicant is fit and proper to hold a licence.
- 35.2 Cambridge City Council is an approved DBS registered body and driver applicants can therefore deal with the DBS through the Council and pay the appropriate fee. Cambridge City Council will not accept portability of a DBS.
- 35.3 An enhanced DBS shall be undertaken upon application and every three years after (if subsequent renewal applications are made) as these disclosures include details of spent convictions, police cautions and other relevant information. The Licensing Authority may, at its discretion, require additional DBS checks within the standard three year cycle.
- 35.4 A Council may require an applicant for a licence under the Town and Police Clauses Act 1847, or under Section 57 of the Local Government (Miscellaneous Provisions) Act 1976, to submit any information that they may reasonably consider necessary to enable them to determine whether the licence should be granted and whether conditions should be attached to any such licence. Cambridge City Council therefore requires any Proprietors or Operators that are not licensed drivers with Cambridge City, to undertake an enhanced DBS upon application and every three years after (if subsequent renewal applications are made).
- 35.5 However, the Council encourages drivers, proprietors, operators and applicants to join the DBS Update Service which allows the applicant to keep the Council informed of their criminal record history at all times. It is believed that all responsible and professional licensed drivers will do this. Further guidance on the DBS Update Service can be found in the Hackney Carriage and Private Hire Handbook.

- 35.6 The Rehabilitation of Offenders Act 1974 sets out the period after which a conviction would be regarded as 'spent' and not normally require disclosure of that conviction. However, in 2002 the Act was amended to exclude Hackney Carriage and Private Hire Drivers from the 1974 Act. The driving of Hackney Carriage and Private Hire vehicles is listed as a 'Notifiable Occupation' in relation to which questions may be asked as to the suitability of individuals to be granted a licence.
- 35.7 Applicants must disclose all convictions (including driving convictions), police warnings, and reprimands, ASBOs, cautions, Community Service Orders, Restraining Orders and fixed penalties including those that would previously have been regarded as spent under the 1974 Act.
- 35.8 Existing licence holders must disclose all new convictions (including driving convictions), police warnings, reprimands, ASBOs, cautions, Community Service Orders, Restraining Orders and fixed penalties to the Licensing Authority in writing within seven working days. Further information on DBS's, relevance of Convictions and Cautions and the Rehabilitation of Offenders Act 1974 can be found in the Hackney Carriage and Private Hire Handbook.
- 35.9 For the consideration of convictions and police cautions recorded against individuals, the Licensing Authority has adopted the policy as set out in the Hackney Carriage and Private Hire Handbook..
- 35.10 In assessing whether the applicant is a fit and proper person to hold a licence, the Licensing Authority shall consider each case on its own merit. It will have regard to the following factors in assessing the relevance of cautions and convictions:
- Whether convictions are spent or unspent
 - The nature of the offence or information
 - The age of the offence
 - The apparent seriousness, as gauged by the penalty
 - Any pattern of offending

Upon receipt of a disclosure from the Disclosure and Barring Service, the information will be risk assessed by an Authorised Officer who will consider whether the information received is capable of having real relevance to the issue of whether or not the applicant is a fit and proper person to hold a licence in line with the policy guidance in the Hackney Carriage and Private Hire Handbook.

36.0 CERTIFICATES OF GOOD CONDUCT

- 36.1 Applicants who have lived out of the UK for any period of time within the five years prior to their application or renewal must obtain a certificate of good conduct from the relevant embassy or consulate covering that period.
- 36.2 The certificate of good conduct must be authenticated, translated and sealed by the relevant embassy or consulate.
- 36.3 Any costs associated with obtaining a certificate of good conduct are the responsibility of the applicant or driver.

37.0 DRIVING LICENCE RECORDS

- 37.1 The Licensing Authority will carry out a check of DVLA records when considering if an applicant or driver is a fit and proper person to be licensed. This is to ensure that the

information submitted by the applicant is in accordance with the information held by the DVLA and so that the the Licensing Authority are aware of any endorsements on the individual's driving licence.

38.0 MEDICAL EXAMINATION

38.1 The DfT recognizes that it is good practice for medical checks to be made on each driver before the initial grant of a licence and thereafter for each renewal. There is general recognition that it is appropriate for Hackney Carriage and Private Hire drivers to have more stringent medical standards than those applicable to normal car drivers because:

- they carry members of the general public who have expectations of a safe journey;
- they are on the road for longer hours than most car drivers; and
- they may have to assist disabled passengers and handle luggage.

38.2 The Licensing Authority acknowledges the importance of a driver's good physical and mental health in protecting the public and requires that all new and renewal drivers must meet the DVLA Group II Medical Standards.

38.3 Medicals are required for all new applicants and every five years thereafter until the age of 60. Whilst Group II Licences are valid up until 45 and every five years thereafter, CCC have a more frequent checking mechanism for medical fitness.

38.4 Medicals are required for all new applicants (including holders of PSV and/ or HGV licences). After the initial medical, subsequent medicals are then required every five years at each of the following birthdays: 25, 30, 35, 40, 45, 50, 55 and 60.

38.5 Once a driver has reached the age of 60 a medical will be required annually thereafter.

38.6 For holders of current PSV and/ or HGV licences, who can produce evidence of a current medical examination, the Council will accept the PSV/ HGV entitlement in lieu of a medical at age 45, 50, 55 and 60.

38.7 Licence holders and applicants must consider the medical conditions as listed in the Hackney Carriage and Private Hire Handbook as the Licensing Authority may refuse to grant an application or revoke an existing licence where an applicant has any of the listed conditions.

38.8 If, once licensed, the drivers medical circumstances change during the period which the licence is held, the driver must notify the Licensing Authority within 7 days. If there is any doubt as to the medical fitness of an individual, the Authority may require the individual to undergo a further medical examination by their GP or an approved practitioner. Each case will be assessed on its own merits and further guidance can be found in the Hackney Carriage and Private Hire Handbook.

39.0 KNOWLEDGE

39.1 Hackney Carriage and Private Hire drivers need a good working knowledge of the area for which they are licensed, because vehicles can be hired immediately, directly with the driver at hackney carriage stands or on the street in the case of Hackney Carriages and by prior booking through a Private Hire Operator in the

case of Private Hire Vehicles. Additionally, it is expected that drivers should be able to communicate with their customers and be able to carry out the basic arithmetic associated with the paying of fares.

39.2 In order to commence the new driver application process an applicant must first register to take a Cambridge City Council Knowledge Test. Only once the Knowledge Test has been passed may they continue with the application process.

39.3 The test can only be attempted four times within 12 months, and then it is recommended that if applicants wish to reapply, they do so after a break of six months. Additional guidance on the Knowledge Test can be found in the Hackney Carriage and Private Hire Handbook.

40.0 DRIVING PROFICIENCY

40.1 As licensed drivers are on the road more frequently than most other people, the Licensing Authority has concluded that an additional Driving Assessment (to the DVLA Driving Test) may be the standard of driving competency for the drivers of Hackney Carriage and Private Hire vehicles licensed with this Authority.

41.0 DRIVER APPLICATION PROCEDURES

41.1 An application for a Hackney Carriage, Private Hire or Dual driver's licence shall be made on the specified application form, be accompanied by the appropriate fee and in accordance with the application procedure set out in the Hackney Carriage and Private Hire Handbook.

42.0 CONDITIONS OF DRIVER LICENCES

42.1 Hackney Carriage Drivers are subject to the Council's Byelaws.

42.2 The Authority considers that the conditions as set out in the Hackney Carriage and Private Hire Handbook are reasonable, necessary and appropriate for all licensed Hackney Carriage and Private Hire drivers.

43.0 CODE OF GOOD CONDUCT

43.1 The Licensing Authority consider that Hackney Carriage and Private Hire trade is the key front line transport service for residents and visitors to Cambridge City and have set down the standards which must be adopted in maintaining a safe, professional and efficient approach to transport members of the public.

43.2 The standards of expected behavior of all licensed drivers are set out in the Hackney Carriage and Private Hire Handbook and should be read in conjunction with the other statutory and policy requirements set out in this document.

43.3 The code of conduct is in place to enhance the professionalism of, and to promote public confidence in, licensed drivers. Failure to comply with any aspect of the Code of Conduct will not necessarily result in enforcement action. However, breach of the code is an indicator which the Licensing Authority will use to help decide upon subsequent enforcement action.

PART 4
OPERATORS

44.0 PRIVATE HIRE OPERATORS REQUIREMENTS AND OBLIGATIONS

- 44.1 Any person who operates a Private Hire service (who is not a Hackney Carriage Proprietor who permits Hackney Carriages to be used for Private Hire) must apply to the Licensing Authority for a Private Hire Operator's Licence. The objective in licensing private hire operators is the safety of the public, who will be using operator's premises, and vehicles and drivers, arranged through them.
- 44.2 A Private Hire vehicle may only be dispatched to a customer by a Private Hire Operator who holds an operators' licence. Such licence permits the operator to make provision for the invitation or acceptance of bookings for a Private Hire vehicle.
- 44.3 A Private Hire operator shall ensure that every Private Hire vehicle is driven by a person who holds a Private Hire driver's licence.
- 44.4 An application for a Private Hire Operator's licence shall be made on the specified application form, be accompanied by the appropriate fee and in accordance with the application procedure set out in the Hackney Carriage and Private Hire Handbook. The Licensing Authority will then decide whether the applicant is a fit and proper person to hold an operator's licence.
- 44.5 All three licences:
- i) Private Hire operator's licence
 - ii) Private Hire driver's licence
 - iii) Private Hire vehicle licence
- must be issued by the same Licensing Authority
- 44.6 Private Hire operators, that are not licensed drivers, are required to produce an enhanced DBS certificate or (if they have lived out of the UK for a period of six months or more in the last five years) a certificate of good conduct from the relevant embassy or consulate for overseas applicants. In order to promote the objective of public safety, before an application for a Private Hire Operators licence will be considered, the Licensing Authority requires all new Private Hire Operators (who are not already licensed drivers with the City Council) to submit an Enhanced DBS certificate (dated within one month) as part of their application.
- 44.7 All Private Hire Operator renewals (for individuals who are not already licensed drivers with the City Council) are to undertake an Enhanced DBS certificate (dated within one month) every three years.
- 44.8 The application procedure for new and renewal Private Hire Operators licences is set down in the Hackney Carriage and Private Hire Handbook.
- 44.9 The Licensing Authority has power to impose such conditions on an operator's licence, as it considers reasonable necessary. These are set out in the Hackney Carriage and Private Hire Handbook.

45.0 INSURANCE

45.1 Before an application for a Private Hire Operator's licence is granted, the applicant shall produce evidence that they have taken out Public Liability insurance for premises that are open to the public.

45.2 The conditions for Private Hire Operators licences, will require that the operator produce an appropriate certificate of motor insurance that covers every Private Hire vehicle on the operators fleet policy.

46.0 PRIVATE HIRE OPERATOR LICENCE DURATION

46.1 Cambridge City Council shall grant Private Hire operator licences for a period of one year from the date of grant or for five years from the date of grant (renewal licences only).

46.2 The responsibility for applying to renew an Operator licence, and to ensure that all documentation, checks and associated criteria is up to date, rests solely with the licence holder. Application forms, appropriate fees and supporting documentation, as set out in the Hackney Carriage and Private Hire Handbook shall be produced and any necessary appointments shall be arranged on a date prior to the expiry date of the licence. The licence fees payable are subject to review and any increase or reduction will be published as required by legislation.

46.3 The Licensing Authority will only accept complete applications comprising of all the necessary information and documentation. Late or incomplete applications may render an operator being unlicensed for a period of time during which they will be unable to work as a licensed operator.

47.0 RECORD KEEPING

47.1 The Local Government (Miscellaneous Provisions) Act 1976 requires Operators to keep records of each booking. Information should include the date and time of the booking, the name of the passenger, how the booking was made, the destination, the name of the driver and the licence number of the vehicle. Records can be kept in a suitable book or on a computer or any other recordable device. If you are using a book the pages must be numbered consecutively.

47.2 The Operator shall permit an Authorised Officer of the Council access to records required by their licence, at all reasonable times.

47.3 The operator must hold records of insurance and licence expiry dates of drivers and vehicles. No journeys can be allocated to uninsured or unlicensed drivers and vehicles.

48.0 ADDRESS FROM WHICH AN OPERATOR MAY OPERATE

48.1 The Licence Authority, when it grants an Operator's licence, will specify the address from which the operator may operate. This will be the premises where the records referred to (as above) are kept and at which the Licensing Authority may inspect them.

48.2 The Operator must notify the Licensing Authority in writing of any change of address during the period of the licence, within seven working days.

48.3 The operator is responsible for ensuring that appropriate planning consent exists

for the use of the operational address to be used for that purpose. The grant of a Private Hire Operator's licence will not imply that planning consent has been given. Proof of planning permission may be required before a licence is granted.

- 48.4 The Licensing Authority will not grant an operator's licence for an operator with an operating base that is outside the district area. However, it is possible to obtain an Operator's Licence for premises within 10 miles of the City Boundary. This is to ensure that proper regulation and enforcement measures can be taken and is in no way intended to be a restraint on trade.

49.0 SUB CONTRACTING

- 49.1 Section 55a of the Local Government (Miscellaneous Provisions) Act 1976, inserted by the Deregulation Act 2015, permits Operators licensed by the Council to sub-contract a private hire booking to another operator licensed by the Council or to any other licensed private hire operator holding a private hire licence granted by another local authority.
- 49.2 Regardless of which operator fulfils a booking, the operator can only dispatch a vehicle licensed by the same Council that licenses the operator and driven by a driver licensed by that same Council.
- 49.3 Operators that accept a booking remain legally responsible for that booking even if they sub-contract the booking to another Operator and should record the booking as usual and note the fact that it was sub-contracted.

50.0 CROSS BORDER HIRING

- 50.1 In relation to Private Hire vehicles, the Local Government (Miscellaneous Provisions) Act 1976 permits members of the public to contact and book a private hire vehicle through any licensed Private Hire Operator regardless of in which district they are licensed. Private Hire bookings are private contracts between the hirer and the operator and are not a matter for the Licensing Authority to regulate. In this regard, the Act leaves the selection of an Operator entirely to market forces and the freedom of choice to the customer.

ENFORCEMENT

- 51.1 It is recognised that a well-directed, risk based approach to enforcement activity by the Licensing Authority benefits not only the public but also the responsible members of the Hackney Carriage and Private Hire trades. The DoT accepts that the resources devoted by licensing authorities to enforcement will vary according to local circumstances.
- 51.2 Legislation relating to a Licensing regime and the conditions of licence designed to protect public safety are of no value unless they are correctly enforced by the Licensing Authority. In pursuance of the objective to encourage responsible Hackney Carriage and Private Hire businesses, the Authority shall operate a firm but fair disciplinary and enforcement regime. In order to balance the promotion of public safety with the need to permit individuals to safeguard their livelihood without undue interference, the Authority will only intervene where it is necessary and proportionate to do so, having regard to the objectives set out in section 3.0 of this document. Where defects are such that a vehicle or driver's Licence needs to be suspended, interference with livelihood is inevitable.
- 51.3 The City Council has adopted an Enforcement Management System and any action taken will be in accordance with the Council's Enforcement Policy.
- 51.4 The enforcement management system, as set out in the Hackney Carriage and Private Hire Handbook, will ensure that the Licensing Authority's enforcement effort is reasonable, transparent and well directed.
- 51.5 The aim of the enforcement management system will be to work in conjunction with other enforcement options and provide a formal stepped enforcement plan. The system will be used to record alleged misdemeanors and act as a record of drivers' behaviour and conduct.
- 51.6 Complaints from the public and/ or any routine enforcement that identify significant breaches of conduct will be subject to investigation by Officers. The system will serve as an early warning system to licence holders who fail to meet the Council's required standards and as a consistent and transparent method of enforcement.
- 51.7 The adoption of an Enforcement Management System will not, however, compromise the Council's ability to enforce breaches of statute in the Courts when necessary.
- 51.8 The City Council has adopted an enforcement policy in line with the Governments Better Regulation Unit Enforcement Concordat and Regulators Code of Practice. Any enforcement action taken will be in accordance with the Council's Enforcement Policy.
- 51.9 The Licensing Authority will share information with other agencies in respect of potential illegal activities and enter into joint enforcement operations with other agencies and authorities.

52.0 COMPLIANCE

- 52.1 Informal action to secure compliance with legislation, conditions and policy will include offering advice, requests for action, verbal advice, guidance notes, the use of written instructions and the undertaking of inspections.
- 52.2 Formal action to secure compliance with a breach of any condition, law or byelaw

will be exercised in accordance with the Enforcement Management system as detailed in the Hackney Carriage and Private Hire Handbook.

53.0 RANGE OF POWERS

53.1 The Licensing Authority may take any of the steps below upon receipt of evidence that an offence has been committed in relation to a Hackney Carriage, Private Hire or Dual Licence. A breach of condition amounts to an offence in this context:

- i) Suspension of the Licence;
- ii) Revocation of the Licence;
- iii) Refusal to Renew;
- iv) Issuing of Warnings.

In relation to an offence committed for breach of a statutory obligation, the Licensing Authority may take one of the following steps in addition to the above:

- i) Issuing of Simple Cautions;
- ii) Prosecution.

Further detail can be found in the Hackney Carriage and Private Hire Handbook.

53.2 All Officers of Cambridge City Council, duly authorised under the Authority's Scheme of Delegation, are responsible for the day-to-day operation of the Hackney Carriage and Private Hire Vehicle Licensing Policy and enforcement of conditions made under the Policy.

54.0 COMPLAINTS, COMPLIMENTS AND COMMENTS

54.1 Members of the public who wish to submit complaints, compliments or comments about licensed drivers and operators can do so via the Licensing and Enforcement Team. All complaints will be dealt with in accordance with the process as described in the Hackney Carriage and Private Hire Handbook.

54.2 Cambridge City Council has a clear complaints procedure to ensure that there is a clear and systematic process by which members of the public can seek redress for any failures in service provision. Further guidance can be found in the Hackney Carriage and Private Hire Handbook.

55.0 WARNINGS

55.1 In respect of minor breaches of licence conditions the Licensing Authority shall issue warnings as appropriate to the circumstances. A Warning may be used for minor, technical or first time transgressions where it may not be in the public interest to prosecute. Further guidance relating to this can be found in the Hackney Carriage and Private Hire Handbook.

56.0 PROSECUTION

56.1 The Licensing Authority will have regard to the Regulators Compliance Code, Code for Prosecutors, DfT Best Practice Guidance and its own enforcement policy when considering whether or not to prosecute a licence holder for a relevant offence.

56.2 The Authority will consider prosecution where:

- the allegation is of a serious or repeated offence
- the Council proposes to issue a formal caution to the licence holder, but the offence is not admitted or the formal caution is not accepted
- there have been repeated breaches of legal requirements
- a particular type of offence is prevalent
- a particular contravention has caused public harm, particularly to the vulnerable or extreme inconvenience

57.0 SUSPENSION OF A LICENCE

- 57.1 Where a Licence holder has been referred to the Licensing Sub Committee, the Sub Committee may order the suspension of the Licence.
- 57.2 A drivers licence may be suspended with immediate effect, delegated to the Head of Environmental Services, for a hackney carriage, private hire or dual driver where it is in the interests of the public safety to do so as pursuant to Section 52 of the Road Safety Act 2006. The driver may appeal this decision to the Magistrates' Court but this will not affect the suspension starting with immediate effect.

58.0 REFUSAL TO GRANT

- 58.1 The Licensing Authority have the discretion to decide that a licence will not be granted if the vehicle, driver or operator does not meet the requirements of the policy. There is a right of appeal to the Magistrates' Court.

59.0 REVOCATION OF A LICENCE

- 59.1 Where the Licence holder has been referred to the Licensing Sub Committee, the Sub Committee may order the revocation of the licence.
- 59.2 A drivers licence may be revoked with immediate effect, delegated to the Head of Environmental Services, for a hackney carriage, private hire or dual driver where it is in the interests of the public safety to do so as pursuant to Section 52 of the Road Safety Act 2006. The driver may appeal this decision to the Magistrates' Court but this will not affect the suspension starting with immediate effect.

60.0 REFUSAL TO RENEW

- 60.1 The Licensing Authority have the discretion to decide that, especially in the circumstances where a Licence is due to expire, it would be more appropriate to refuse to renew the Licence, as an alternative to revocation. Drivers have the right of appeal to the Magistrates' Court.

61.0 RIGHTS OF APPEAL

- 61.1 Any notifications of enforcement actions will include information on how to appeal, where that right of appeal exists. This will include where and within what time period an appeal may be brought.
- 61.2 In general terms, where an applicant is aggrieved by the Council's Licensing Sub Committee decision to suspend or revoke a Licence or attach conditions to a

Licence or to refuse to grant or renew a Licence, the applicant has a right of appeal to the local Magistrates' Court. The specific grounds for appeal are detailed in the Hackney Carriage and Private Hire Handbook.

- 61.3 Any appeal must be lodged at the Court within twenty-one days of the applicant receiving written notification of the Council's decision. The appeal must state the grounds upon which the appeal is based.

62.0 INFORMATION AND DATA SHARING

- 62.1 In the interests of protecting public funds, the Council reserve the right to use any information or data submitted as part of an application, renewal, administration or compliance and enforcement process for the prevention and detection of fraud and crime.
- 62.2 The Council may share your information internally and we reserve the right to check the information you have provided for accuracy and to detect crime. We may share your information with other statutory/ regulated Authorities or if it is required by law. Other parties may include the Department for Work and Pensions, The Home Office, The Police, the DVLA, HM Revenues and Customs and other local authorities.
- 62.3 Common Law Police Disclosure ensures that where there is a public protection risk, the police will pass information to the employer or regulatory body to allow them to act swiftly to mitigate any danger where there is indication that there is a public protection risk.
- 62.4 Information is passed on at charge, or exceptionally arrest, rather than on conviction, which may be some time after, allowing appropriate measures to be put in place.

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Hackney Carriage & Private Hire – Licensing Policy

Introduction and Background

Cambridge City Council has responsibility for licensing Hackney carriage, Private Hire and Dual Drivers, proprietors and operators within the City.

Cambridge City Council has adopted the provisions of the Local Government (Miscellaneous Provisions) Act 1976, which governs the licensing of Private Hire Vehicles, Private Hire Operators and drivers. The adoption of this act also encompasses the adoption of the Town Police Clauses Act 1847, which governs the licensing of Hackney Carriages.

The Hackney Carriage and Private Hire Licensing Policy applies to all drivers, vehicles and operators.

The policy is intended to ensure that both the trade and the public have a document that fully explains the Council's Licensing requirements in context for all parties in a clear and transparent manner.

The current policy has been in effect since the 16th October 2016; however, since then the Environmental Health Manager has received several requests from the trade for the policy to be amended.

Consultation

Cambridge City Council is conducting a consultation to review the proposed changes to the policy. This will ensure that it complies with governmental best practice guidance and will provide protection for the public using the service.

The consultation is open to the members of the taxi and private hire licensing trade, public and stakeholders. The closing date for submitting consultation responses is the end of: **Sunday 3rd September 2017.**

All feedback is encouraged and all comments will be considered as part of the review and in preparation of the final policy document.

The results of the consultation exercise will be put to Members at the next Licensing Committee on Monday 16th October 2017 to take account of the feedback from the trade and other stakeholders in order to consider any amendments to the Hackney Carriage and Private Hire Licensing Policy.

Any comments that you forward to the Licensing Authority should clearly state your name and any organisation or persons you may be responding on behalf of.

Please send your response:

- By email to taxi@cambridge.gov.uk please include the words 'Taxi Policy' in the subject field; or
- In writing to Commercial & Licensing Team, Environmental Services, Cambridge City Council, and PO Box 700, Cambridge, CB1 0JH.

Summary of Proposals

1	Removal of the need for all licensed vehicles to carry a first aid kit.
2	Removal of the need for all licensed vehicles to carry a fire extinguisher.
3	<p>Change of age limits for vehicles.</p> <p>Currently the policy provides that a new vehicle cannot be granted a licence if it is more than 4 years old and a renewal will not be granted to a vehicle more than 9 years old. It has been suggested that vehicles older than 4 years could be granted a new licence, but cannot renew when the vehicle is more than 9 years old.</p>
4	<p>Adding a condition attached to the licences of all relevant vehicles to carry a card payment device and accept debit/credit card payments. This may be for:</p> <p>Hackney Carriage Vehicles only Private Hire Vehicles only All Hackney Carriage and Private Hire Vehicles</p> <p>It is understood that the vehicles of all Cambridge City Licensed Taxis (CCLT) members carry a card reader. In January 2014 Licensing Committee agreed to include a maximum 5% surcharge on the 'Hackney Carriage Table of Fares' for fares where a debit or credit card payment is taken.</p>
5	<p>Adding a livery requirement such as different coloured vehicles. This may be for:</p> <p>Hackney Carriage Vehicles only Private Hire Vehicles only All Hackney Carriage and Private Hire Vehicles</p> <p>This could, for example, be a colour scheme exclusively for Hackney Carriage Vehicles, which would help the public to distinguish different vehicle types; for example 'Cambridge Blue'.</p>
6	<p>Adding a condition attached to all vehicles licences that CCTV be installed, be locked, and only accessed by the licensing authority and Police. This may be for:</p> <p>Hackney Carriage Vehicles only Private Hire Vehicles only All Hackney Carriage and Private Hire Vehicles</p>
7	<p>Allowing rear loading wheelchair accessible vehicles:</p> <p>Currently the policy provides that all new licensed Hackney Carriages must be side loading; the Council will not licence rear loading wheelchair accessible vehicles.</p>

Appendix C – Requests from the trade to change policy

From:
Sent: 28 April 2017 20:15
To:
Subject: Licensing

Good evening ,
I would like to put a request before the next licensing committee meeting in June to ask for the acceptance of credit and debit cards to be made a condition of licensing for Hackney carriages in Cambridge.
I would also like to ask committee to review the age limit on the first licensing of a vehicle which at the moment is under four years.
Would committee also consider removing the requirement for Hackney carriages to have a first aid kit and fire extinguisher as a condition of licensing?
Kind regards,

From:
Sent: 19 May 2017 21:33
To:
Subject: Taxi policy

Hello
Hope it's not too late to add a couple of suggestions in to be included in the policy review.
We strongly support CCTV that is locked to be only accessed by yourselves and Police. Safe for the public and driver and any issues can be proved or disproved by the camera footage.
Also could a single colour be considered for Hackney's to help the public distinguish between PH and Taxi easier as we have a mixed fleet.

Kind Regards,

From:
Sent: 12 June 2017 07:04
To:
Cc:
Subject: Re: Informal pre-consultation on proposed Hackney Carriage fare increase and change to fare charts

Hello,

I hope you are well?

I wish to make make 2 proposals:

1 Review Safeguarding Training for second proprietors.

I believe second proprietors must do Safeguarding Training. Many of our members have their partner as second proprietor, who (usually) have nothing to do with the taxi trade. Therefore, members feel the training is unnecessary.

2, Rear Loading licenced Wheelchair Taxis

I know rear loading can be a challenge, so can side-loading. Often we have to pull out the ramps on to a very busy pavement full of pedestrians.

I know XXX has made couple of proposals. Am I right to believe we will have to attend the meeting (scheduled 24th July) and present to it the Licensing Committee?

Appendix C – Requests from the trade to change policy

Thank you and looking forward to hearing from you.

Best wishes,

CAMBRIDGE CITY COUNCIL

REPORT OF: Yvonne O'Donnell
Environmental Health Manager

TO: Licensing Committee

24 July 2017

WARDS: All

HACKNEY CARRIAGE TABLE OF FARES

1 INTRODUCTION

1.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 provides that in respect of the charges for Hackney Carriages, the Council "*may fix the rates or fares within the district as well for time as distance, and all other charges in connection with the hire of a vehicle...by means of a table.*"

1.2 The existing Table of Fares came into effect on the 26th September 2016 and is attached to this report as Appendix A.

1.3 Fares comprise charges for:

- Distance travelled (3 tariffs, depending on the time of day and the day of the week);
- Waiting time;
- Extra charges, which include:
 - Journeys with 5 or more passengers
 - A potential fuel surcharge
 - A vehicle unfit to continue working charge; and
 - A surcharge for payment by credit or debit card

1.4 On the 21st May 2017 Cambridge City Licensed Taxis Ltd (CCLT) requested an increase of 1.7%. A copy of the letter with this request is attached as Appendix B.

1.5 There have also been further requests from the trade for an additional surcharge to be applied to the carriage of 'specialist vehicles' e.g. adult bicycles, prams etc.

- 1.6 A further matter has come to the attention of the Commercial & Licensing Team relating to the legal requirement that fare charts state distances in imperial units e.g. yards. The current fare charts provide distances in metric units (metres). Should the fare increase be agreed then a new fare chart will be required; this therefore provides an opportunity to make this change to the fare chart.

2. RECOMMENDATIONS

2.1 Members are recommended to:

2.1.1 Amend the fare chart to provide the statutorily required distances in yards. Members are recommended to consider whether the distances should be provided in:

- Yards only
- Both yards and metres

2.1.2 Consider the fare change proposals submitted by the trade and determine if it is appropriate to authorise an increase in fares, in relation to:

- An increase in the Tariff 1 (drop) price from £2.80 to £2.90
- An increase in the distance tariff by reducing the distances travelled for 20p; from 90 metres in the first instance and subsequent 179 metres thereafter.
- An additional extra charge of £3.00 for 'specialist vehicles' such as bicycles and prams.

3. BACKGROUND

Units of measurement for the Hackney Carriage Table of Fares

3.1 The Units of Measurement Regulations 1995 provide that units of measurement must be in metric apart from some exceptions; one of which is the requirement of *"The use of the mile, yard, foot or inch for road traffic signs, distance and speed measurement"*.

3.2 The requirement regarding distance has not been included in the current fare chart, and as such does not currently comply with the Units of Measurement Regulations 1995 as the distance is provided solely in metres rather than yards.

- 3.3 Comparison with other licensing authorities has revealed that the majority of those researched have an imperial unit (either yards or miles) as the primary measurement; half of these authorities were also then found to also display a secondary measurement (either metres or kilometres).
- 3.4 There has been limited pre-consultation with the trade on this matter who have advised that stating the distance in both imperial and metric could be confusing to members of the public.
- 3.5 Should the units of distance measurement be amended in the fare chart, then there should be minimal impact on the trade as taximeters will register the distance travelled as the same.

Request to increase the Hackney Carriage Table of Fares

- 3.6 At its meeting on the 30th January 2012, the Licensing Committee resolved to *“to determine any future amendment to the Table of Fares by using the percentage increase as calculated by Transport for London”*.
- 3.7 As stated in CCLT’s request letter (Appendix B), the trade indicated that an increase was given to London Hackney Carriages this year and wish to use this as the agreed method for a fare increase in Cambridge.
- 3.8 Transport for London (TfL) applied an increase of fares of 1.7% in 2017.
- 3.9 The request provides for a 10p increase on the base fare across all tariffs. There will be no increase in the overall distance.
- 3.10 The following table indicates the current tariffs and the proposed fares provided by CCLT: and a rounded figure, which officers consider would enable passengers and drivers to manage cash handling more effectively.

	Current Rate	1.7% increase	Proposed Rate
Tariff 1	£2.80	£2.84	£2.90
Tariff 2	£3.80	£3.86	£3.90
Tariff 3	£4.80	£4.88	£4.90

- 3.11 The proposals were passed to the main trade organisations for a limited informal pre-consultation, and comments were requested.

- 3.12 In response, Cambridge Hackney Carriage Association (CHCA) has advised they would prefer to leave the starting fares as they are and put a fare increase on the distance travelled instead i.e. reduce the distance travelled for each 20p addition to the fare.
- 3.13 Private Hire & Taxi Monthly publish a monthly 'league table' of Taxi Fare Tables across of all 366 councils. As of July 2017, Cambridge City is ranked 54th in the table with a price of £6.40 for a 2 mile taxi fare.

Request to add a surcharge for the carriage of specialist vehicles

- 3.14 During the limited per-consultation with the trade we additionally received two requests from licence holders to introduce an additional charge for the carriage of 'specialist vehicles' e.g. adult bicycles, prams etc. A suggested surcharge was given at £3.00.

- 3.15 The Cambridge Hackney Cambridge City Hackney Carriage Bye Laws provide:

"11. Every driver of a Hackney Carriage so constructed as to carry luggage shall when requested by any person hiring or seeking to hire the carriage: Convey a reasonable quantity of luggage".

- 3.16 However, a trade member has commented that an adult bicycle would be unlikely to be considered within the above definition of 'a reasonable quantity of luggage' and would require the need for a multi-seater vehicle.

- 3.17 The following licensing authorities were found to include a surcharge for carriage of a bicycle:

Authority	Item	Charge
Central Bedfordshire	Bicycles/perambulators	£0.11
Basildon	Prams/bicycles/animals	Max £0.40
Oxford	Adult bicycle	£1.00
Bedford	Adult bicycle	£2.00*
South Holland	Prams/bicycles/animals	Max £3.00

**Bedford also provide a charge of £0.40 for child bicycles*

4. OPTIONS

- 4.1 In relation to the proposed increase in Hackney Carriage fares the Licensing Committee may resolve:
- a. To vary the existing Table of Fares with effect from 25th September 2017 (subject to statutory consultation) by increasing the tariffs as provided in the table at paragraph 3.10.
 - b. To vary the existing Table of Fares with effect from 25th September 2017 (subject to statutory consultation) in another way, e.g. distance travelled.
 - c. Not to vary the Table of Fares at this time.
- 4.2 In relation to the proposed surcharge for the carriage of 'specialist vehicles' e.g. bicycles, prams etc. to be added to the Hackney Carriage fares the Licensing Committee may resolve:
- a. To add a surcharge (the amount to be decided) for the carriage of 'specialist vehicles' to the Table of Fares with effect from 25th September 2017 (subject to statutory consultation).
 - b. To not add a surcharge for the carriage of 'specialist vehicles' to the Table of Fares with effect from 25th September 2017 (subject to statutory consultation).

5. CONSULTATION

- 5.1 In accordance with the statutory procedure set out in Section 6 of the Local Government (Miscellaneous Provisions) Act 1976, the Council is required to undertake public consultation prior to making any amendment to the Hackney Carriage Table of Fares.
- 5.2 A notice must be published in at least one local newspaper circulating the district, setting out the variation and specifying the period, which cannot be less than fourteen days from the date of the first publication of the notice, within which and the manner in which objections can be made.
- 5.3 If no objection to the variation of the table of fares is made, or if all objections are withdrawn, the revised Table of Fares will come into operation on the date of the expiration of the consultation period. However, if any objections are made and not withdrawn, the Committee

will consider the objections and set a further date, not later than two months after the first specified date, on which the Table of Fares shall come into effect, with or without modifications.

6. CONCLUSIONS

- 6.1 Cambridge City Council has the authority to determine the fares to be charged by Hackney Carriages within the City for distance and time, and all other charges in connection with the hire of a vehicle. Any request to vary the Table of Fares must be considered, taking into account its policy as previously determined.
- 6.2 Any proposed amendment to the Table of Fares is subject to the statutory consultation process as set out in Section 5.

6. IMPLICATIONS

(a) Financial Implications

Should Members agree to vary the Table of Fares, the costs of the required statutory consultation and advertising will be met from Licensing fees.

(b) Staffing Implications

Consultation on and implementation of a varied Table of Fares will be undertaken within existing provision.

(c) Equal Opportunities Implications

Public consultation on any proposed variation of the Table of Fares will enable comments and objections to be considered prior to implementation.

(d) Environmental Implications

Nil.

(e) Procurement

Nil.

(f) Consultation and communication

There will be a formal public consultation on the proposed variation of the Table of Fares.

(g) Community Safety

Cambridge City Council regulates Hackney Carriages to ensure the protection of the public. The setting of maximum fares chargeable within the City ensures that they are reasonable and proportionate, for both users and the licensed trade.

APPENDICES

Appendix A: Current Table of Fares

Appendix B: Request from Cambridge City Licensed Taxis Ltd

Appendix C: Proposed Table of Fares

To inspect these documents contact Alex Beebe on extension 7723.

The author and contact officer for queries on the report is Alex Beebe on extension 7723.

Date originated: 12 July 2017

Date of last revision: 12 July 2017

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Appendix A – Existing fare Chart 26 September 2016

Cambridge City Hackney Carriage Maximum rate of charges from 26th September 2016 <small>Local Government Miscellaneous Provisions Act 1976</small>	
<ul style="list-style-type: none"> ▪ Fares are calculated on a combination of distance and time or parts thereof. ▪ The meter must only be switched on when the passengers are safely in the vehicle and the journey is about to commence. ▪ All journeys taken in Hackney Carriages within the Cambridge City Boundary must be charged on the meter. This is the maximum legal fare 	
Tariff 1: Between 07:00 – 19:00 hours	£2.80
Tariff 2: Between 19:00 - 07:00 And Sundays and Bank Holidays	£3.80
Tariff 3: 19:00 Christmas Eve – 07:00 Boxing Day 19:00 New Years Eve – 07:00 New Years Day	£4.80
Each tariff includes initial distance of 90 metres or part thereof	20p
For Each subsequent 179 metres or part thereof	
HIRING CHARGES – WAITING TIME AS INDICATED BELOW – will be charged when the vehicle is motionless or when it is travelling below the changeover speed of 16.79 km/p/h	
For each period or part thereof 40 seconds	20p
EXTRA CHARGES	
1. For each journey with 5 or more passengers	£3.00
2. Fuel Surcharge (only applicable if the national retail price of diesel, as measured by the Arval index, has exceeded 179.9p per litre since 15 August 2012)	£0.40
<small>**There will be a separate notice in this vehicle if this extra charge is payable.</small>	
3. Vehicle unfit to continue working	£80
4. Surcharge for payment by credit or debit card	5%
Exclusions: the Taxicard scheme	
Any fare calculated in accordance with the Table of Fares may be subject to any concession scheme approved by the council provided the driver of this vehicle is a participant in such a scheme and the passenger has provided any necessary proof of entitlement to the benefit of such a scheme to the satisfaction of the driver	
Complaints about the vehicle or driver should be made to: Yvonne O'Donnell – Environmental Health Manager PO Box 700 Cambridge, CB1 0JH 01223 457888	
	

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Appendix B – Existing fare Chart 26 September 2016



Cambridge City Licensed Taxis Limited.
(Est. 2009)

21/05/2017

To Licensing Committee

CCLT would like to apply for a fare increase as per London which received a 1.7% Increase, as this is the preferred method of managing how Cambridge hackneys obtain an increase by the committee.

We propose to add 10 pence on the drop so increasing from £2-80 to £2-90; £3-80 to £3-90 and £4-80 to £4-90 across all the tariffs but with no increase on the overall distance.

Adding a total of 10 pence increase on all fares.

Regards
David Wratten

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