

Appendix 2 – Parts of the Policy to consult on

1. Cambridge City Council's Hackney Carriage and Private Hire Licensing Policy:

15.13 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.

Taxi and Private Hire Vehicle Licensing: Best Practice Guidance for licensing authorities in England:

6.3 Disability awareness

One of the recommendations is:

- Supporting wheelchair users to board, alight and travel is safety and comfort whilst seated in their wheelchair.

Reason for wishing to consult:

This is considered a major change to the policy and consultation is required as it there is a potential financial impact to the drivers in terms of the cost of the training. It would also be useful to hear from wheelchair users as to whether they believe there is a need for licensed drivers to have this training.

2. Cambridge City Council's Hackney Carriage and Private Hire Licensing Policy:

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.

Taxi and Private Hire Vehicle Licensing: Best Practice Guidance for licensing authorities in England:

6.13 Vehicle condition check

The driver of a vehicle is always legally responsible for its condition while in use. Licensing authorities should require drivers to conduct a walkaround check as part of

a driver's core role. Drivers can be fined up to £2,500, be banned from driving and get three penalty points for driving a vehicle in a dangerous condition. [Annex 6 of the Highway Code](#) provides information and rules about vehicle maintenance.

A driver should undertake a walkaround check before a vehicle is used. Where more than one driver will use the vehicle during the day's running, the driver taking charge of a vehicle should make sure it is roadworthy and safe to drive by carrying out their own walkaround check.

Drivers should be required to retain the vehicle checklist as proof that they have undertaken the required vehicle check. Drivers should be made aware that they may be subject to sanctions if they are unable to produce this or it is clear that while the form has been completed, the check has not. Further sanctions may result against them, as well as vehicle proprietors, if they are found using a defective vehicle, especially if the condition of the vehicle is such that it is obvious no routine checks have occurred over several days.

Reason for wishing to consult:

This is considered a major change as proprietors and/or drivers would be required to do a daily check and record the findings of those checks. A consultation will provide the trade's feeling on such a check as well as helping develop what the check should constitute. Making sure that licensed vehicles are safe to be driven is paramount and a daily check undertaken by drivers could potentially positively impact this requirement.

3. Cambridge City Council's Hackney Carriage and Private Hire Licensing Policy:

18.7 The Hackney Carriage external licence plate supplied by the Licensing Authority shall be securely fixed to the outside of the vehicle, no temporary fixing is allowed. Private Hire Vehicles:

ii) Must display door signs which detail the name and contact information of the Operator fulfilling the booking, along with the notification of 'Private Hire: Pre booked only'.

Taxi and Private Hire Vehicle Licensing: Best Practice Guidance for licensing authorities in England:

8.12 Vehicle identification and signage

Licensing authorities' private hire vehicle signage requirements should be limited to the authority licence plate or disc and a "pre-booked only" door sign.

This approach enables passengers to be given the clear and consistent message that you should only get in a vehicle that ‘has a taxi sign on the roof’ unless you have pre-booked a private hire vehicle and have received information from the operator to identify it.

A private hire vehicle driver and proprietor are free to work with more than one operator and licensing conditions or requirements that effectively tie a vehicle or driver into an exclusive relationship with an operator should not be implemented or should be discontinued where these are currently imposed. Examples of such policies are a requirement for the private hire vehicle to display the name of the operator under which it is operating by means of a permanent or semi-permanent sign, or to require a driver to advise the licensing authority of the operator who they intend to work for and require notification in advance of any change.

Where an exclusive relationship exists between the vehicle proprietor, driver and operator, a licensing authority should consider permitting the display of operator details in a discreet manner to not undermine the overall objective of enabling the public to differentiate easily between taxis and private hire vehicles. This might, for example, be through small branding on the rear of the vehicle.

Reason for wishing to consult:

This is considered a major change as the potential impact it could have public safety when getting into a pre-booked vehicle. The consultation will allow us to get the views of the drivers, operators and members of the public as to the feeling behind a proposed removal of the operator signs on private hire vehicles.

Cambridge City Council’s Hackney Carriage and Private Hire Licensing Policy:

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.

Reason for wishing to consult:

This is considered a major change as it will be increase the amount of time a person would have had to hold a relevant driving licence before they could become a taxi driver. It is being considered as it means that an applicant would have had a minimum of two years driving experience as opposed to just one year.